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1948-49



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INTRODUCTION

1 The present volume is the second of the series of Technical Reports issued during the post war period The first volume entitled "Technical Report 1947, Part III—Geodetic Work' covers the period 1st October 1939 to 30th September 1947 The present report gives a detailed account of the activities of the Geodetic and Research Branch (formerly known as the Survey Research Institute) during the period 1st October 1947 to 31st March 1949 From 1925 to 1939 an account of the geodetic work of the Survey of India has been published in the annual Geodetic Reports A brief report was issued for 1940 as well The following is a review of the work carried out during the period under report

2 *Geodetic Triangulation* —(Chapter I) A good deal of the geodetic triangulation of India is of secondary quality (see Chart I) This and the topographical triangulation based on it, although adequate for providing a framework for the one inch topographical map of India, are quite insufficient to meet the needs of large scale cadastral, hydro electric, irrigation and other development surveys both as regards density of control points and the precision of basic and control data As an example, the triangulation carried out in Kulu (Punjab) to serve as a basis for large scale revenue maps and that carried out in Nepāl in connection with the Kosi Irrigation Project, were both without a proper geodetic basis Similarly for the surveys which are urgently required for the development of the Port of Kandla in Kutch, geodetic and topographical triangulation of the requisite accuracy does not exist A start is therefore being made with the strengthening of the secondary triangulation in the Kandla area by the measurement of a geodetic base, the observation of twin Laplace at 4 stations of this series and the re observations of the angles of triangles which had large triangular errors

A systematic programme of re observation of the entire secondary triangulation in India extending over a period of years is envisaged In some areas it may be more economical and convenient to replace geodetic triangulation by high precision traverses With this end in view, the necessary personnel are being trained It will, however, take some time before any tangible results are obtained

Large scale maps are also likely to be required for the develop ment of the Andaman and Nicobar Islands for the resettlement of refugees from Pakistan Details of the existing triangulation and maps of these islands are, therefore, put on record and recommenda tions for future work are made

3 *Levelling* —(Chapter II) The levelling under report has added 905 miles in one direction only to the new High Precision level net Out of a total estimated mileage of 15,800 miles for this

net, levelling of 4,600 miles still remains to be carried out. About 400 miles of levelling of precision were also run to meet extra-departmental needs.

Two of the level lines have yielded some interesting results. A line from Roorkee to Hardwar has indicated an upwarping of the Siwalik axis at the rate of about one inch in 40 years. One line was run from Burdwān to Dublat at the request of the River Surveyor to the Commissioners for the Port of Calcutta for providing new reference bench-marks along the Hooghly for the tide-gauge stations. This has given useful data about the subsidence of levels in South Bengal.

4. *Gravity.*—(Chapter III). Observations have been made at 101 new stations with the Frost Gravimeter in the Rānīganj coal-fields area and in the Nagpur area. The work in the Nagpur area is still in progress. The results in the Rānīganj coal-fields area are discussed and some interesting features are brought to light. While the present spacing of stations can not locate anything like the actual coal seams, it can help in structural investigations such as the possibility of extension of the Rānīganj coal bearing series under the alluvium and in pointing out areas for more intensive study.

Thirty-six old pendulum stations have also been re-observed, and useful information gained about the precision of older work.

A noteworthy event has been the connection of the base station at Dehra Dūn to the group of 5 stations at Delhi recently observed by Dr. G. P. Woollard of the Woods Hole Oceanographic Institution (U.S.A.) as part of his world net of gravity stations. The details of this connection are given in para 38.

Isostatic anomalies have been calculated for gravity stations in Thailand.

5. *Deviation of the Vertical.*—(Chapter IV). Two weak sections of the geoid, one in Central India and the other in South India have been strengthened by observing deflections at stations spaced about 15 to 20 miles apart. As a result, the closing errors of the two geoidal circuits have greatly improved.

The results of Laplace observations at 1 station in Nepāl, 3 pairs of stations in Central India, 2 stations in Mārwār, and 2 stations in South India are also discussed.

6. *Headquarters Routine.*—(Chapter V and VI). The tidal prediction, seismic and meteorological observations at Dehra Dūn have been continued. It has not been possible to restart the Dehra Dūn Magnetic Observatory due to financial stringency and the programme of re-observation at magnetic repeat stations has also remained in abeyance.

Some interesting observations for determination of variation of magnetic force at different levels were, however, made in the Kolar Goldfields to test the modern theories of Earth's magnetism.

7. *Computing Office.*—(Chapter VII) A start has been made with the adjustment and publication of topographical triangulation and traverse data all over India Due to shortage of trained personnel, the progress is slow The job is estimated to take 30 computers about 30 years to complete

8 *Research and Technical Notes*—(Chapter VIII) In Section I the problems associated with Mean Sea Level in India and its fluctuations are discussed In Section II the results of recent levelling to detect subsidence of levels from Calcutta to Diamond Harbour and to Dublat are considered There appears to be evidence of a general subsidence but to determine the rate of subsidence relevelling at frequent intervals say every two to five years is necessary Section III gives the definitions of the various geoids in use in India and the data on which they are based

9 *Future Programme*—The financial stringency is likely to impede the progress of geodetic and geophysical work for sometime in the future It is, however, hoped that it will be possible to carry on the programme of strengthening the secondary triangulations by the measurement of new bases, re observation of angles where necessary and the provision of Laplace control, beginning with areas where there is an urgent demand for large scale surveys In order to meet the urgent requirements of Central and Provincial Governments for secondary levelling, the completion of the new High Precision net will inevitably be delayed It is intended to continue the observation of the new 10 mile network of gravimetric stations

The question of restarting the Magnetic Observatory at Dehra Dun is under the consideration of the Government of India When the observatory gets re opened the programme of observation of magnetic elements at Repeat stations will be resumed

Some work on the redetermination of tidal constants to improve predictions is also contemplated

It is also intended to continue the study of changes of levels associated with major geological faults and thrust planes, the rise of Siwalik axis and the downwarping of deltaic area of Bengal by carrying out levelling at periodical intervals

DEHRA DŪN, October, 1950 } B L GULATEE, M A (CANTAB), F.R I C.S, *Director, Geodetic and Training Circle*

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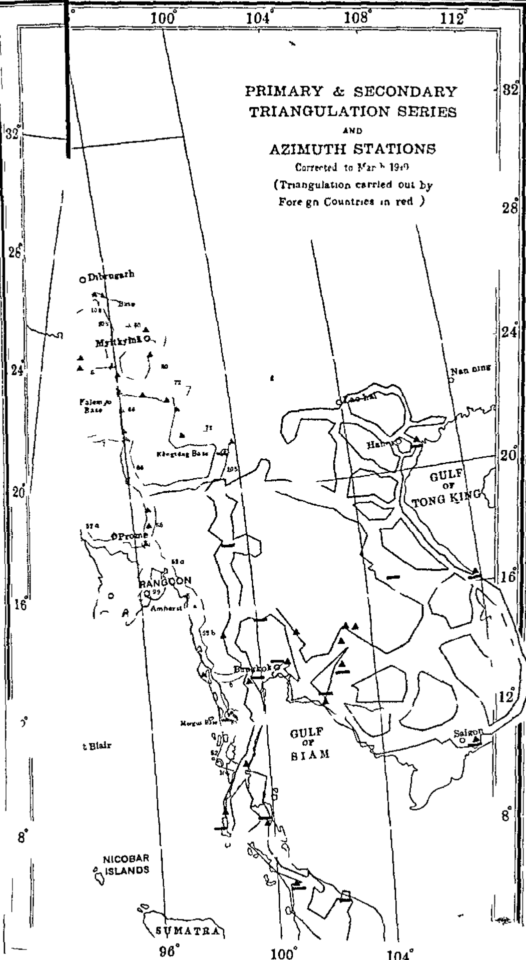
Primary and Secondary Triangulation Series

No.	Name of Series	Season	± *m*	± *p*	Instrument
	Primary Series		″	*ft.*	*inches*
5	Calcutta Longitudinal	1864–69	0.369	2.23	36 & 24
6	Great Arc Meridional, Section 24°–30° ..	1835–66	0.708	4.26	36
7*a*	Bombay Longitudinal, East of 75° ..	1862–63	0.844	2.19	24
8	Great Arc Meridional, Section 18°–24° ..	1837–41	0.567	1.26	36
9	Great Arc Meridional, Section 8°–18° ..	1866–74	0.390	1.80	24
11*b*	South Konkan Coast ..	1866–67	2.176	1.62	24
20*a*	North-East Longitudinal, West of 80° ..	1850–51	0.446	1.36	24
22	North West Himālaya	1848–53	0.641	2.15	24
23*b*	Gurhāgarh Meridional between 26½°–32½° ..	1859–62	0.914	1.44	24
24	East Coast ..	1848–63	0.608	1.58	24
25	Karāchi Longitudinal	1849–55	0.558	1.88	36
32	Great Indus ..	1853–61	0.359	1.74	36 & 24
33	Rahūn Meridional ..	1853–63	0.327	1.24	24
34	Assam Longitudinal (See 108) ..	1854–60	0.579	1.52	24
37	Jogi-Tila Meridional ..	1855–62	0.481	1.67	36 & 24
43	Bidar Longitudinal ..	1860–72	0.311	1.21	36 & 24
44	Eastern Frontier or Shillong Meridional ..	1860–64	0.409	1.24	24
45	Sutlej ..	1861–63	0.346	1.74	36
46	Madras Meridional and Coast ..	1860–68	0.426	1.28	36 & 24
49	Mangalore Meridional	1863–73	0.440	1.14	24
52*a*	Burma Coast (See 106)	1864–82	0.380	1.27	24
53	Jubbulpore Meridional	1864–67	0.340	1.04	36
54	Madras Longitudinal .	1865–73	0.384	1.23	24
56	Brahmaputra Meridional ..	1868–74	0.564	1.02	24
58	Bilāspur Meridional ..	1869–73	0.302	0.98	36 & 24
62	Jodhpur Meridional ..	1873–76	0.291	1.11	24
63	South-East Coast ..	1874–80	0.522	1.33	24
64	Eastern Sind Meridional ..	1876–81	0.244	1.25	24
66	Mandalay Meridional (See 109)	1889–95	0.418	1.46	12
68	Manipur Longitudinal	1894–99	0.453	1.45	12
69	Makrān Longitudinal ..	1895–97	0.285	0.92	12
72	Great Salween (See 105)	1900–11	0.404	4.28	12
74	Kalāt Longitudinal ..	1904–08	0.365	3.15	12
76	North Baluchistān ..	1908–10	0.221	1.82	12
77	Gilgit ..	1909–11	0.443	2.62	12
80	Upper Irrawaddy ..	1909–11	0.596	3.14	12
85	Sambalpur Meridional	1911–14	0.250	1.28	12
103	Chittagong ..	1928–30	0.453	2.181	5½
104	Mong Hsat ..	1929–31	0.441	1.67	12 & 5½ Wild
105	Great Salween ..	1929–31	0.682	3.04	12 & 5½ Wild
106	Burma Coast ..	1930–31	0.205	1.29	12
107	Dālbandin ..	1931–32	0.472	4.55	5½ Wild
108	Assam Longitudinal ..	1934–36	0.426	1.034	5½ Wild
109	Mandalay Meridional ..	1936–37	0.422	2.900	5½ Wild
	Secondary Series				
1	South Pārasnāth Meridional ..	1836–39	3.308	9.98	18
2	Budhon Meridional ..	1833–43	2.242	7.47	18 & 15
3	Amūa Meridional ..	1834–38	1.647	4.71	18
4	Rangīr Meridional ..	1834–41	1.643	7.52	18 & 15
7*b*	Bombay Longitudinal West of 75° ..	1837–39	0.844	2.19	15
10*a*	Singi Meridional 21°–25°	1860–62	1.187	1.26	18
10*b*	Singi Meridional 19°–21°	1842–46	1.187	1.26	15
11*a*	South Konkan Coast 15½°–19° ..	1842–44	2.176	1.62	15
12	Karāra Meridional ..	1843–45	1.507	3.46	18 & 15
13	North Malūncha Meridional ..	1844–46	1.266	3.69	18 & 15
14	Chendwār Meridional ..	1844–46	0.841	1.51	36, 24 & 18
15	Gora Meridional ..	1845–47	0.973	3.09	15
16	Calcutta Meridional ..	1845–48	1.173	1.52	18
17	South Malūncha Meridional ..	1845–53	1.606	1.49	24 & 18
18	Khānpisura Meridional	1845–48	1.227	2.11	24 & 15
	Secondary Series—*Contd.*		″	*ft.*	
19	Gurwani Meridional ..	1846–47	1.165	2.57	24 & 1[illegible]
20*b*	North-East Longitudinal East of 80° ..	1846–51	0.446	1.36	36, [illegible] & 15
21	Hurilāong Meridional ..	1848–52	1.502	2.42	24 & 1[illegible]
23*a*	Gurhāgarh Meridional 24½°–26½° ..	1848–50	0.914	1.44	18 & 1[illegible]
26	Abu Meridional ..	1851–52	0.617	1.53	15
27	North Pārasnāth Meridional ..	1851–52	0.895	2.10	24
28	Kāthiāwār Meridional	1852–56	0.990	2.01	15
29	Gujarāt Longitudinal ..	1852–62	0.859	1.37	15
30	Kāthiāwār Longitudinal ..	1853	1.481	1.66	15
31	Sābarmati ..	1853–54	1.348	0.91	15
35	Cutch Coast ..	1855–58	0.986	1.80	15
36	Kashmīr Principal ..	1855–60	0.884	2.48	14 Vernier
38	Sambalpur Longitudinal ..	1856–57	0.806	1.48	14 Vernier
39	(Cutch) Coast Line ..	1856–60	0.975	1.44	18 & 1[illegible]
40	Kāthiāwār Meridional No. 1 ..	1858–59	0.930	0.87	15
41	Kāthiāwār Meridional No. 2 ..	1859–60	1.247	1.39	15
42	Kāthiāwār Meridional No. 3 ..	1859–60	0.969	3.36	15
47	Kāthiāwār Meridional No. 4 ..	1863–64	1.154	..	15
48	East Calcutta Longitudinal ..	1863–69	0.379	0.96	24
50	Kumaun and Garhwāl	1864–65	1.742	1.81	14 & 1[illegible] Vernier
51	Nāsik ..	1864–65	2.033	0.78	14 & [illegible]
52*b*	Burma Coast 14½°–16°	1876–77	0.380	1.27	24
55	Assam Valley Triangulation ..	1867–78	1.690	1.60	14, 1[illegible] & 1[illegible]
57	Coimbatore No. 1 ..	1869–71	1.547	2.50	[illegible]
59	Cuddapāh ..	1871–72	0.826	1.32	[illegible]
60	Hyderabad ..	1871–72	1.405	0.78	24 & [illegible]
61	Malabar Coast ..	1872–80	1.532	1.17	14 & 1[illegible] Vernier
65	Siam Branch ..	1878–81	3.711	2.55	12
67	Mong Hsat ..	1891–93	3.054	2.71	14, 1[illegible] & 1[illegible]
70	Mandalay Longitudinal	1899–1900	1.696	1.00	[illegible]
71	Manipur Meridional ..	1899–1902 & 1915–1916	0.750	2.22	12
73	Kidarkanta ..	1902–03	1.323	2.17	12 & [illegible]
75	"Baluchistān" (Bannu)	1908–09	1.348	2.97	12 & [illegible]
78	Khāsi Hills ..	1909–13	2.038	0.76	[illegible]
81	Jaintia Hills ..	1910–11	0.986	0.49	[illegible]
82	Bhir ..	1911–12	0.794	2.49	[illegible]
83	Rānchi ..	1911–12	1.840	0.61	[illegible]
84	Villupuram ..	1911–12	1.184	0.40	[illegible]
86	Indo-Russian Connection ..	1912–13	2.790	2.17	[illegible]
87	Khandwa ..	1912–13	0.999	1.71	[illegible]
88	Ashta ..	1913–14	1.048	1.33	[illegible]
89	Buldāna ..	1913–14	0.304	0.99	[illegible]
90	Naldrug ..	1913–14	1.465	1.91	12
91	Nāga Hills ..	1913–14	0.913	2.17	[illegible]
92	Middle Godāvari ..	1914–15	0.913	0.72	[illegible]
93	Kohīma ..	1913–15	1.094	1.45	12 & [illegible]
94	Cāchār ..	1914–15	1.077	1.17	[illegible]
95	Bombay Island ..	1911–14	..	..	[illegible]
96	Madura ..	1916–17	1.148	1.49	[illegible]
97	Bāgalkot ..	1916–17	0.701	1.15	[illegible]
99	Rangoon ..	1925–27	1.246	..	12
100	Kurram ..	1927–28	2.096	3.80	3[illegible] W[illegible]
101	Peshāwar ..	1927–28	1.267	5.56	3[illegible] W[illegible]
102	North Wazīristān ..	1927–28	1.895	2.16	3[illegible] W[illegible]

± *m* = root-mean-square error of an unadjusted horiz[illegible] angle (in seconds).

± *p* = root-mean-square error of the unadjusted he[illegible] difference between two stations (*in feet*)

Chart I



Reg No 90
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Printed at the Survey of India Off

CHAPTER I

TRIANGULATION

BY B L GULATEE, M A (CANTAB)

1 Geodetic Triangulation in India —Chart I shows the Primary and Secondary Triangulation of India which has often been loosely described as Geodetic Triangulation

The bulk of this work was carried out between 1802 and 1882 when the skeleton framework of the Geodetic Triangulation was reckoned to be complete and the net was adjusted by simultaneous grinding for getting final values of co ordinates—a process that took 20 years to complete The Survey of India department was reorganized in 1905 and it was asked to concentrate its energies on a new series of topographical maps of 1 inch to 1 mile scale Accordingly, very little was done in the way of Principal triangulation after 1905—only a few series being observed, mainly in Baluchistan and Burma A number of secondary series were observed between 1909 and 1917 with a view to filling in the gaps between primary series, and a vast amount of topographical triangulation was carried out to provide the framework for 1 inch maps

The stations of the broad network of Geodetic Triangulation are protected monuments and their co ordinates and heights have been printed in triangulation pamphlets While the Primary triangulation was of the same order of accuracy as that in Europe in its time, it cannot compete with good triangulation executed now a days by modern instruments Some of the stations are over a century old and have been destroyed and can only be restored by observations to surrounding stations The triangulation is also weak in certain areas especially in the plains of India where high towers had to be erected to secure visibility of rays There are sure to be large local errors in places, especially between the centres of weak series running parallel to each other at a comparatively short distance apart Accordingly there are considerable areas inside India where re observation and strengthening of secondary series is necessary

As an example the problem arose lately to demarcate the boundary between East and West Bengal The old cadastral 16 inch maps in this area were based on data unrelated to the primary triangulation of India The only series running through this area is Calcutta Meridional Series (No 16) executed under very difficult circumstances in the year 1845–48 as the country is

a perfectly level plain abounding in tall trees. It is of secondary quality and most of the stations are tower stations ranging in height from 26 to 44 feet. A recent reconnaissance of this series revealed that most of these stations had disappeared and when the boundary is demarcated, quite a number of high precision traverses will be necessary making use of the sparse G.T. control as far as possible.

The stations of the G.T. framework in a chain are about 18 to 20 miles apart but the chains themselves are about 100 to 200 miles apart. For topographical maps of 1-inch and smaller scales, this has been supplemented by topographical triangulation and traverse and the detail of the Indian sub-continent so far as the accuracy of 1-inch maps can show it, is in terms of this topographical framework.

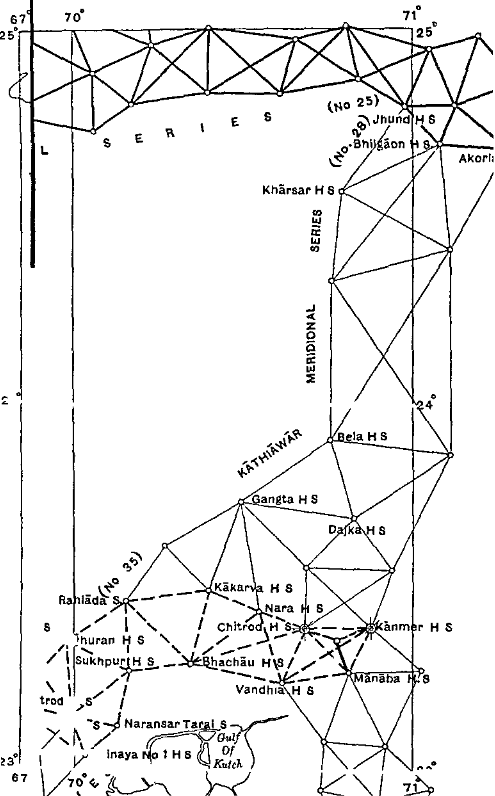
2. Framework for Large Scale Maps.—As a basis for large scale and local projects, the precision of the existing topographical triangulation is generally not enough and the geodetic framework was not at all designed for this purpose, its stations being located in remote and not easily accessible places. In the plains high tower stations were used and these have been mostly damaged or destroyed. No serious primary traverses have been run in India as a substitute for geodetic triangulation.

The strengthening and extension of the G.T. triangulation and the provision of a sufficiently dense and precise framework to provide scale and azimuth in areas where there is likelihood of large scale work are important practical necessities which will entail years of planned work and labour.

There are numerous urgent demands now-a-days on the Survey of India for large scale maps and one of these is in the Kāthiāwār area for the development of the Port of Kandla. This area has so far not been covered even by 1-inch modern survey. Two secondary series Kutch Coast Series (No. 35) and Kutch Coast-line Series (No. 39) run through the area and it is proposed to strengthen them next field season by the measurement of a geodetic base and the observations of Laplace stations as shown in Chart II.

It will, however, be some time before a vigorous programme of systematic geodetic triangulation and primary traverse can be started. Observers are being trained in precision base measurements and in the use of Geodetic Wild and Tavistock theodolites. Hitherto, observations at night have been made to archaic Argand lamps, which work with kerosene oil. Some electric signal lamps have now been obtained from Messrs. Cooke Troughton and Simms and it is hoped that the use of these will contribute towards better precision of results.

3. Triangulation in Kulu.—Chart III shows the topographical triangulation in Kulu valley of East Punjab, carried out in 1946 to serve as a basis for large scale revenue maps required for revising the land settlement of the area, the last settlement having been carried out more than 60 years ago. It is of a reasonably good quality, but the area is so far removed from the geodetic triangulation network, that it has not been possible to use the G.T. either



67°
70°
71°
25°
25°
L S E R I E S
(No 25)
Jhund H S
(No 28)
Bhilgãon H S
Akori
Khãrsar H S
MERIDIONAL SERIES
24°
KÃTHIÃWÃR
Bela H S
Gangta H S
Dajka H S
(No 35)
Rahlãda S
Kãkarva H S
Nara H S
Chitrod H S
Kãnmer H S
Sukhpur H S
Bhachãu H S
Mãnãba H S
Vandhia H S
trod
Naransar Taral S
Gulf Of Kutch
Inaya No 1 H S
23°
67
70°
71

as a basis for the topographical triangulation or to control the errors of topographical triangulation in scale and bearing The triangulation was based on an independent short base of 4 chain length measured with an accuracy of about 1/10,000 and an astronomical azimuth measured at Bijli h s The co ordinates were derived from Saupar h s, (of Beas-Chandrabhaga Series) which is a station of an exploratory triangulation emanating from stations Lasirmou H S (Lat 34° 16′, Long 77° 30′) and Parchakanri H S (Lat 34° 01′, Long 77° 27′) of Kashmīr Principal Series The co ordinates of this station can thus be in error by a considerable amount The initial astronomical azimuth at Bijli h s of Kokhan h s used for the computation of the triangulation was corrected for Laplace The correction applied was +23″ The astronomical azimuths observed at three other stations were also similarly corrected for Laplace and provided a satisfactory check The triangulation is however without a proper geodetic basis and the extension of the Great Arc Meridional Series Section 24°–30° (No 6) to join with the Kashmīr Principal Series (No 36) would provide a G T. connection in this area It would also provide a support to the Kashmīr Series at its eastern end There are, however, topo graphical and other difficulties in the execution of this work but it is on the programme of the Survey of India and it is hoped that it will be possible to take this up at not too distant a date

4 Triangulation in Nepal —In most of the catchment area of the Kosi river there was no triangulation of any kind when framework data was required in 1946 to control the surveys then urgently required in connection with the Kosi hydro electric and irriga tion project In other areas where any triangulation existed it was of a sketchy nature and of poor quality It was decided to carry out fresh triangulation from Sandakphu to Kātmāndu and to effect a connection with the G T to Ladnia T S (see Chart IV)

Again, as in the case of Kulu triangulation, for lack of any geodetic triangulation in the vicinity, the scale, bearing and initial co ordinates for the new series of topographical triangulation had to be derived from Phalut h s and Sandakphu h s, two stations of a very weak old triangulation (1879–80) which had its source in the North East Longitudinal G T series about 100 miles away The scale was controlled by measured short bases to prevent any [illegible]

[illegible] of G T

It was not possible to observe at Ladnia T S to any of the surrounding G T stations due to the obstacles that have now surround ed this station It was, therefore, decided to establish a Laplace station at Ladnia T S by observing at an auxiliary station close to it and to supplement it by observations at two other Laplace stations

in the new series running towards Sandakphu h.s. It is unfortunate that owing to the failure of the wireless set, the programme had to be abandoned after making observations only at Tamarang h.s., which is a station of a subsidiary chain and the longitude of which is by no means well determined. The subsidiary chain is based on its own astronomical bearing and measured short base independent of the main chain.

Nearly all the old tower stations in this area have crumbled down and it appeared difficult to effect a connection of the main chain of topographical triangulation to a G.T. side. Fortunately, Bilby steel towers have now become available and it is contemplated to observe the quadrilateral Ladnia T.S., Sarunga h.s., Gidhmanau h.s. and Harpur T.S.

It is also proposed to strengthen the connection to Tamarang h.s., and remove other weaknesses in the main chain extending to Kātmāndu. From Kātmāndu it is proposed to carry the triangulation southwards and to effect a connection with the G.T. North-East Longitudinal Series at Sinaria T.S. and Bulakipur T.S. observing at stations Gehri Goor Thumka h.s., Kawachuri h.s. and Dhumi Danda h.s. (see Chart IV). The North-East Longitudinal Series is really a secondary series and it appears desirable to observe twin Laplace stations at Sinaria T.S.-Bulakipur T.S., and at Phalut h.s.-Sandakphu h.s. respectively.

5. Triangulation in the Andamans and Nicobars.—Lately, the development of the Andamans and Nicobar Islands for the purpose of resettlement of refugees from the Pakistan areas has assumed considerable importance and large scale mapping over there is being contemplated. It is therefore of importance to record what exists in the way of control framework in those areas and what further action is needed.

(*a*) *Andaman Islands.*—The datum station for latitudes and longitudes is the astronomical observatory on Chatham Island, where very elaborate astronomical observations were carried out by Mr. Nicholson of the Survey of India in 1861. Latitudes were determined from 162 meridional zenith distances and longitudes were obtained directly with respect to Greenwich from 41 lunar culminations and 180 lunar zenith distances. The actual values obtained were :

Latitude 11° 41′ 13″·00 N.

Longitude 92° 42′ 44″·00 E.

The triangulation (see Chart V) was executed by Capt. J. R. Hobday in 1883-86 with a 10-inch theodolite by Troughton and Simms. It was based on the astronomical co-ordinates of the above observatory as determined about 22 years previously. A base about ½ mile long was measured in 1883 with 5 rods of well seasoned teak wood prepared locally. These rods were 10 feet 2 inches long and 2 inches square in section and were standardized against an iron standard bar supplied by the G.T. Survey Office at Dehra Dūn. The rods were not varnished or protected from damp in any way, nor were

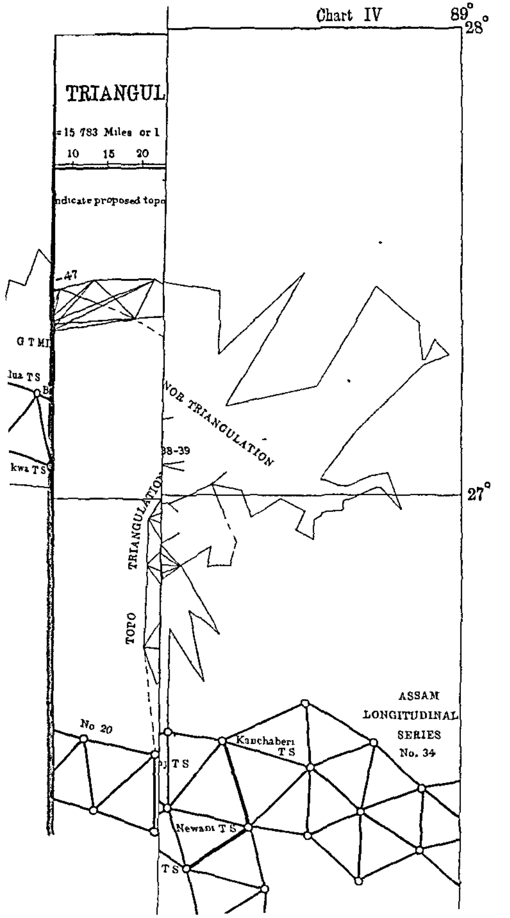


Chart IV
89°
28°
TRIANGUL
=15 783 Miles or 1
10
15
20
ndicate proposed topo
-47
G T M
lua T S
kwa T S
NOR TRIANGULATION
38-39
TRIANGULATION
TOPO
27°
ASSAM
LONGITUDINAL
SERIES
No. 34
No 20
Kanchaberi
T S
Newani T S
T S

their coefficients of expansion determined or applied to base line measurements

An astronomical azimuth was determined at the site of the observatory in 1884 and the heights of the triangulation are based on Ross Bench Mark C which was connected by levelling to a tide gauge The tide gauge observatory at Port Blair was in operation from 1880 to 1905 Mean sea level as determined from 1880–86 observations worked out to be 4 708 feet above zero of the gauge This figure makes Ross' B M 7 766 ft above M S L and for the purpose of triangulation heights, the spirit levelled height of this B M was defined as 7 77 ft

Later on, an improved value of M S L was derived from 25 yearly means (1880–1905), which made Ross' B M to be 7 71 ft above M S L but this value has not been brought into use

Although the angles were measured with considerable care with a 10 inch theodolite, the average triangular error is rather large (about 8 seconds) Some of the triangles are not well conditioned on account of the peculiar shape of the Islands and the intersected points are particularly weak The work was executed under difficult conditions as except in the vicinity of Port Blair, the islands are covered with dense vegetation

(*b*) *Nicobar Islands*—During the course of triangulation in the Andaman Islands, the Government of India decided to make an accurate survey of the coast line of the Nicobar Islands as well and to determine the position of various conspicuous hills in the interior to enable the navigators to use them as landmarks In pursuance of this decision, triangulation in the Nicobar Islands was carried out in 1886–87 For this purpose, a base line about 1 000 yards long was measured in the Camorta Settlements with 10-foot seasoned teak wood rods of 3 inch cross section standardized against an iron bar supplied by the G T Survey Office at Dehra Dūn, as for bases measured in the Andamans, and a small observatory was built near the Police Lines there to serve as the origin of the survey

The latitude of the observatory was determined by 88 circum meridian altitudes

The longitude was determined differentially from that of Ross Bench Mark C, (Chatham Island, Port Blair), by transfer of chronometers Eight chronometers were carried 3 times between the two stations The longitude of the Chatham Island observatory had been determined in 1861 by Mr Nicholson of the Survey of India

An azimuth was measured at Camorta observatory by observing a circumpolar star near elongation

The instrument used for the determination of the latitude and azimuth was a 14 inch theodolite by Troughton and Simms

The triangulation is based on the following elements :—

(i) Camorta observatory (1886–88 values) :
Latitude 8° 2′ 20″·79 N.
Longitude 93° 31′ 55″·05 E.

(ii) Azimuth of signalling staff—146° 33′ 00″.

(iii) Height above mean sea-level of the upper surface of bench-mark built near the jetty at Camorta—6 feet. This height has been obtained from a tidal record extending over one month.

(iv) Length of the base-line—2994·653 feet.

(v) Everest's elements for the earth, as used in the Survey of India.

The triangulation was executed under the supervision of Lieut.-Colonel G. Strahan, R.E., with 14-inch and 6-inch theodolites by Troughton and Simms. The average triangular error was 10″·9.

A second base-line was measured on the north coast of the Great Nicobar. An azimuth was also observed to Polaris near elongation. By this means the breadth of the channel between the Great and Little Nicobars was determined and further some conspicuous hill-tops in the latter island were fixed which were also intersected from the stations on the islands of Katchall and Trinkat, whereby the triangulation was carried through the Little Nicobar to the Great Nicobar.

The coast-line traverses were worked out by the Subtense Bar method.

Several of the stations of the triangulation and also some of those at which the latitude was observed, were below the high water mark. Consequently no permanent marks were built there.

(c) *Existing data and charts of the Andaman and Nicobar Islands.*—Great confusion exists about the terms of reference of the printed data and charts of these Islands, and this led to a considerable amount of embarrassment in World War II. For the Nicobar Islands, the following frames of reference are available :—

(i) Survey of India spherical data triangulation pamphlet (1927).

(ii) Survey of India ¼-inch sheet (Nicobars), 1887.

(iii) Survey of India grid pamphlet (1944).

(iv) Admiralty Chart 1153 (scale 1 inch = 1 mile), containing Nancowry, Trinkat, Camorta and Katchall Islands.

(v) Admiralty Chart 840 (scale 1 inch = 6 miles), containing the above Islands and also Tillanchong, Teressa and Car Nicobar.

(vi) South Asia Series (Andaman), scale 1/2M, 1915.

As has already been stated, the original survey of 1886–88 of the Nicobar Islands was based on Camorta observatory as origin,

its longitude being determined with reference to a point in Port Blair by the method of transport of chronometers The longitude of Port Blair had been determined in 1862 with reference to Greenwich directly from lunar culminations

It was later realized that this was an inaccurate method Accordingly in 1899, another determination of longitude of Port Blair was made with respect to a G T point in Burma (Diamond Island, Flagstaff) by transport of chronometers This value differed from the preceding one by 1′ 16″ Hence the longitude of Camorta and points in the Nicobars based on it require a correction of +1′ 16″ In the following discussion, the longitudes dependent on 1862 values of Port Blair will be called unadjusted values, and those based on 1899 values as adjusted values

Items (ii) and (v) mentioned above are based on unadjusted values, while (i) is on adjusted values The two Admiralty Charts (iv) and (v) appear to have been prepared independently of each other Chart 840, the older one of the two is ungridded and was compiled from surveys and observations of Frigate "Novarro" in 1858, coast line and topography being carried out in 1887 by the Survey of India after the triangulation of the Island This chart is in unadjusted terms Chart 1153 was prepared by the Marine Survey in 1921 and they complicated the situation by introducing yet another value of longitude They determined the longitude of a new station, Ray Point from Port Blair (whose longitude was supposed to be in terms of the geodetic longitude of Madras) and connected this station to Indian triangulation and found the following difference —

Admiralty — G T (adjusted) = —1″·5 in latitude and —21″ 7 in longitude

No corrections were applied to Marine Survey values to bring them in terms of Indian G T values

The next stage was that the Admiralty Charts were prepared in spherical terms in 1924–25 By wrong reasoning, the value of longitude of Ray Point was decreased by 5″ 6, as it was considered that this would make the astronomical longitude of Madras the basis of longitudes, which would be more appropriate

At the time of gridding the charts at a later date, it was considered that the above procedure was not justified and that for grid the basis of longitude should be restored to that of the geodetic longitude of Madras This was achieved by making the grid out of sympathy with the graticule by 5″ 6 or 186 yards

Actually the whole confusion was due to faulty assessment of the problems involved and of the methods employed The method of transport of chronometers is out of date and may give an error of 1 mile due to the uncertainty of the rates of the chronometers and this method only gives the difference of astronomical longitudes One cannot therefore say that the longitude of Ray Point is in

terms of the geodetic longitude of Madras. Until there is a triangulation connection between India and the Nicobars, the latter can only be regarded as being in independent terms.

Due to the above causes, the two versions (spherical and grid) of Chart 1153 are out of sympathy by 5″·6; the two charts 840 and 1153 are out of sympathy by 1,700 yards and the Survey of India 1944 grid pamphlet differs from Chart 840 by 1,700 yards.

To get over the confusion until the time that further work is undertaken the Survey of India, 1927 spherical pamphlet which is in adjusted terms must be regarded as the final authority. All others must be reduced to it. This involves the correction of the spherical graticule on Chart 1153 by +28″·3 in longitude and the grid on it by +720 yards in Easting. The graticule of Chart 840 needs shifting by 1′ 16″, but the relative positions of all the Islands are correct.

All this produced considerable delays and puzzled the users of the data in World War II. In 1944, the Director of Military Surveys prepared maps on scale 2 inches = 1 mile of Teressa, Car Nicobar and Tillanchong and other islands from aerial photographs.

The maps of Teressa, Car Nicobar and Tillanchong were based on Chart 840 and those of Nancowry, Trinkat, Camorta and Katchall on Chart 1153 without bringing charts 840 and 1153 to the same terms. The new sets of maps of these islands were consequently not in sympathy and the army was at a loss as to how to reconcile them. When the war ended, these maps went in oblivion.

It will be apparent from the above that the existing triangulations both in the Andamans and in the Nicobars are not connected to the Indian Triangulation and are only weakly connected to each other. The base measurements were made with rather crude instruments and the layout of the triangulation is not very good. The longitudes were necessarily determined by the older inaccurate methods of lunar culminations and transport of chronometers. The existing data is in such a tangle that none but an expert can understand the conflicting longitude changes which were applied from time to time.

For any new mapping that may have to be done in this area, new bases and new values of astronomical longitudes determined by the latest methods employing radio signals are the first essential. These would put the islands on their own datums independent of India. There is then the much wider question of connecting the triangulation of these Islands with India to get the geographic co-ordinates in the same terms.

Some years ago, this would have been considered of academic interest only, as the relative accuracy of points within the borders of each country was all that was considered important. The discrepancies which inevitably exist between the triangulation systems of the different countries because of their being on independent

datums and different figures of the earth are however now a days causing embarrassment to mariners and there is a strong demand for unification of the geographical grids of the world Modern electronic aids to navigation such as Shoran Loran Decca etc which have been invented in the last few years have brought to the fore the need for more accurate geodetic data for the preparation of marine charts covering large parts of the globe and containing coast lines of several countries

6 **Error in Heights fixed by Geodetic Triangulation** —Chart VI shows the estimated maximum discrepancy between trigonometrical and spirit levelled heights of G T stations It will be noticed that the heights of some of the older series are seriously in error This will also be manifest from the values of p (which is an index of precision of trigonometrical heights) as tabulated in Chart I The error in the height of G T series is carried forward when topographical triangulation is based on it and is continued over long distances This error combined with the accumulation of error in the topographical triangulation can sometimes assume serious proportions This is best illustrated by the following example

In December 1944 Lieut Gadd of the U S A 653 Engineers Corps did some survey work near Jiwani aerodrome (SW Baluchistan) He pointed out that his heights which were based on sea level differed from the Survey of India heights on maps by as much as 30 to 40 feet

To investigate this discrepancy No 20 (Cantonment) Party of the Survey of India which was working in the area at that time effected a direct connection of Ganz h s one of the stations of the topographical triangulation to sea level by spirit levelling The sea level was observed near (within an hour) high and low water Mr Wimbush of the Imperial Airways had also established a bench mark in this area in 1940 and his observations were confirmed by the results of No 20 Party s work

It is thus established that the topographical triangulation in this area which is some 300 miles away from the geodetic triangulation, had, in fact accumulated an error of about 30 feet in height one third of which at least was possibly due to the error in the heights of geodetic triangulation There is thus need for a systematic examination of all such areas and the improvement of the accuracy of trigonometrical heights by more frequent connections to spirit levelling lines

7 **Upkeep of G T Stations.**—All geodetic some minor stations and selected primary bench marks are under the custody of local officials who are responsible for their upkeep Annual reports on their condition are submitted by District officials to the President Geodetic and Research Branch together with an estimate of the cost of such repairs as may be necessary Such stations are termed protected.

The stations of geodetic triangulation are generally marked by a circle and dot cut on rock or a loose stone. Above the mark in hilly country is built a low pillar of stone or bricks, and the whole is surrounded by a large platform of loose stones and covered by a cairn, and in flat country a high brick tower. Most of these stations were built over a century ago.

In jungle areas the stations are liable to be destroyed by wild animals and vegetation and in other areas from wind, rain and other natural causes. In some areas, especially Burma, many stations have been dug up by treasure seekers. The result is that rapid decrease is taking place in the number of pairs of stations which can give a value of scale and azimuth to geodetic accuracy for future extensions. This fact came home when data of geodetic triangulation was recently examined for issue and to establish control points from it for the purpose of running triangulation and traverses to fix boundary pillars that are likely to be built to demarcate the boundary between East and West Bengal.

It appears that the time has now arrived to organize a field detachment to visit old stations and replace their structures by monuments of more modern types and to refix their positions with geodetic accuracy where they are completely destroyed and cannot now be identified.

8. **International Geographical Grid of the World.**—It has been pointed out in Technical Report 1947, Part III, Chapter I, page 33, para 22, that the triangulation of India and Burma is computed on the Everest spheroid, the axes of which are about 3,000 feet smaller than most modern spheroids and which is not in good agreement with the geoid. Moreover the deviations of the vertical accepted at the datum of Indian geodetic triangulation, viz., Kaliānpur are not defined on an International basis. The Survey of India would therefore welcome any scheme which would make for uniformity in this respect in all the countries of the world.

Recently the International Hydrographic Bureau has been evincing some interest in the unification of the Geographical Grids of the World. At present discrepancies occur between the triangulation systems of the various nations, firstly due to importance having been attached to relative accuracy of the stations within the borders of each country and secondly due to the use of different figures of the earth for the computation of these triangulation systems.

With the introduction of modern electronic aids to navigation such as Shoran, Loran, Decca, etc., there is need for more accurate geodetic data for the preparation of marine charts which contain coasts of several countries and cover large parts of the globe. The Fifth International Hydrographic Conference held at Monte-Carlo in 1947 therefore passed a resolution recommending that the Directing Committee of the International Hydrographic Bureau should get in touch with the International Union of Geodesy and Geophysics for the purpose of finding the best means of making

and reducing observations for obtaining the absolute geographic co-ordinates of points on the globe with the highest possible standard of accuracy

The Survey of India will naturally watch the outcome of these efforts with interest and would be willing to offer all the co-operation it can

It is also of great interest to learn that the Italian Military Geographic Institute has initiated action for the simultaneous adjustment of the European Geodetic Nets of Triangulation. India has always been interested in a connection of the Indian Triangulation system to that of Europe and as pointed out in the last years' Technical Report, the chances of such a connection in the near future are now better and consequently the adjustment of the geodetic triangulation nets of Europe is regarded as of great importance.

The health of the detachment remained generally good except that the recorder fell sick on 21st January 1948 and had to be replaced by a computer from Dehra Dūn The work in the meantime was continued single handed by the observer for about 20 days One *khalāsi* died of an attack of paralysis

12 Burdwān to Diamond Harbour —In August 1947, the River Surveyor to the Commissioners for the Port of Calcutta pointed out that levelling carried out by him showed that bench mark No 159/79 B at Diamond Harbour had sunk by about 6 inches relative to bench mark No 160/79 B in the same locality [illegible]

1947 and commenced work at Diamond Harbour on 27th December 1947 from B M No 91/79 B and closed on B M No 353/79 B at Calcutta Besides confirming the subsidence of B M 159/79 B relative to B M 160/79 B referred to above, this levelling also provided reference bench marks for the river gauges along the Hooghly river

There is however, no rock cut bench mark near Calcutta and it was considered advisable to continue the levelling to a stable bench mark The levelling was, therefore, carried on further from Calcutta (B M No 353/79 B) to Burdwan (B M No 116/73 M) This served another useful purpose too The previous levelling line from Calcutta to Burdwan ran along the main road During World War II this road was widened considerably by the Americans and all the bench marks were obliterated Sixty nine new bench marks have now been constructed along this road

The levelling in the back direction was carried out by Mr H C Gupta (Surveyor) in the same season He replaced Mr B P Rundev on 24th February 1948 and commenced work on 26th February 1948 at Burdwan from B M No 116/73 M and following the route of the fore leveller closed work on B M No 91/79 B at Diamond Harbour on 25th April 1948 Results of this levelling are discussed in Chapter VIII, Research and Technical Notes

At the request of the River Surveyor, the levelling from Calcutta to Diamond Harbour has been extended to Dublat and work is in progress to relevel the line from Howrah to Balasore via Hijli This is described in Section II of this Chapter

13 Upwarping of Siwālik axis —A line of precise levelling (No 61 B) was [illegible] connected several benc[illegible] of the U P along the r[illegible]) This line runs through the gap in the Siwalik range carved by the river Ganges The Siwalik range is of recent origin and the intention was to relevel this line at frequent intervals to detect the upward movement of the Siwalik axis which is of considerable geological interest This objective appears to have been forgotten in the course of time

and most of the fine bench-marks built by the Irrigation Department have not been preserved intact and have been disturbed by routine repairs carried out by the same department. A revision of this line was carried out in November, 1947 by Mr. Jagan Nath (Surveyor) assisted by Mr. H. C. Gupta (Surveyor) and 15 *khalāsis*.

The results are given in Table 3. In this table a comparison is made of the observed heights above the Standard Bench-mark at Roorkee, as derived by the old (1908) and new (1947) levelling, of eleven bench-marks which appeared to have remained undisturbed. The figures in column 6 are very interesting, as they are all of the same sign. That they are significant would be apparent from a comparison with the values in column 7, which gives their probable errors. It is thus evident that a general rise of about one inch in 40 years appears to have occurred in this area.

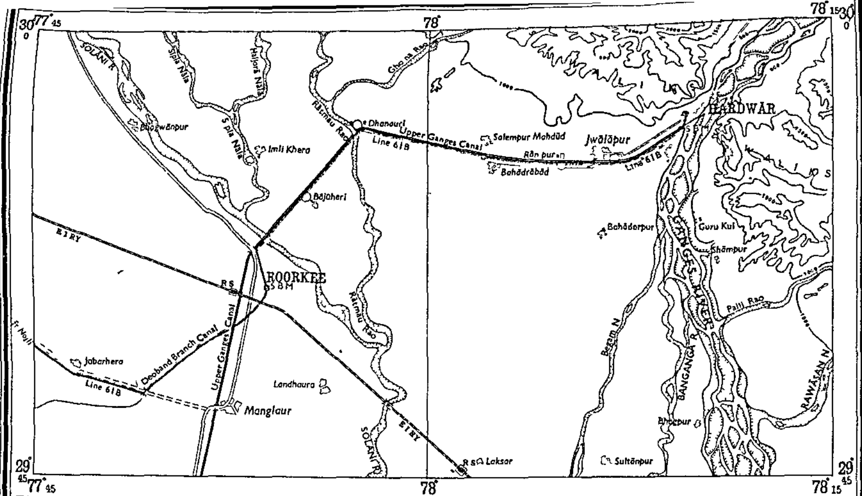
There were two handicaps in the above work—one was that there is no stable bench-mark at Hardwār similar to the one at Roorkee, on which the levelling line from Roorkee could be closed with confidence and the second was that the marks were mainly on milestones which are subject to frequent tampering by the Public Works Department.

At Hardwār a standard bench-mark (Type M) has since been built. In addition it is proposed to build interred bench-marks (Type B) at Bājūheri, Dhanauri, Rānipur, Jwālāpur and Hardwār railway station (see Chart VIII) and to preserve them. It is also proposed to extend this levelling line to Rāiwāla and Rishikesh. Levelling will then be undertaken at 5-yearly intervals and it is hoped that they will provide quantitative results as regards rise of the Siwālik axis.

14. Changes of Level across Krol Thrust.—It is also proposed during the next field season to build some bench-marks along some major faults and thrust planes suggested by the Geological Survey of India and to connect them by precise levelling. One such area is that of the Krol Thrust shown in Chart IX, where levelling bench-marks are being established at points 3404 and 3285 lying on the Siwālik block and points 2993 and 3089 on Kalanga Hill, which belongs to the pre-tertiary overthrust Krol unit. Periodic levelling for connecting these bench-marks may be of great geological significance.

15. Tertiary levelling from Ghoradongri to Pathakhera.—This levelling was carried out at the request of the Chief Engineer G.I.P. railway to provide the heights of three bench-marks established at Ghoradongri railway station, Salaiya and Sarni during March to April 1948. Observations were commenced by Mr. S. N. Nandi (Surveyor) from Shahpur—B.M. 25/55 F of line 115. The work was carried out on the system of fore and back levelling. The back levelling was commenced immediately on the conclusion of the fore levelling. Check levelling was carried out from B.M. 36/55 F to B.M. 25/55 F on the same system.

Chart VIII



HARDWAR
ROORKEE
S S B M
Jwālāpur
Dhanauri
Upper Ganges Canal
Line 61 B
Solempur Mohdūd
Rān pur
Bahādrābād
GANGES RIVER
BANGANGA R
RAWĀSAN N
Palli Rao
Guru Kul
Shāmpur
Bahādarpur
Bhogpur
Sultānpur
Begam N
Laksar
R S
E I RY
SOLANI R
Rātmau Rao
Bājāheri
Landhaura
Manglaur
Deoband Branch Canal
Jabarhera
Fr Nojli
Imli Khera
Haljorā Nāla
Sipla Nāla
Bhagwānpur
Ghogna Rao
30° 0
77° 45
78°
78° 15
29° 45
REFERENCES
Levelling Line with number
Old bench marks
New bench marks (type B)
Standard bench marks
Line 61 B
Scale 1 Inch to 4 Miles or 1 253 440
Miles 5 4 3 2 1 0 5 Miles
Reg No 489 M/NC '49 375
Printed at the Survey of India Offices (P Z O)

KROL THRUST

Chart IX

Rajpur

Pre-Tertiary Block

Tertiary Block

KROL THRUST

Tons N

Nalota N

Kala Gad

Birhani N

B M 3404

B M 3232

Bindal Rao

Kishanpu

Nalapani ki Rao

Sahas a Dhara

Baldi N

Jakhan

Danda

Lakhaund

Rispana Rao

Hath ba ka a

B ndal Rao

C I esp e Monument

Ka anga B M 3060

Na apan

Ka anga Branch Canal

B M 3091

Reg No 490 M/NC 49 375

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Fu ongs 8 6 4 2 0 I M le

SECTION II—FIELD SEASON 1948-49

16 General —During this field season only two detachments were provided for in the first instance but three more were raised later to meet urgent demands from extra departmental authorities

ack direction of
uch was levelled
It then carried
om Kolhāpur to
oli to Karwar via
Yellapur

Detachment No 2 was employed on levelling of high precision from Raipur to Vizagapatam via Dhamatri Jeypore, and Viziana gram in the fore direction

Detachment No 3 was organized at the request of the River Surveyor to the Commissioners for the Port of Calcutta to run a line of high precision levelling in both fore and back directions from Diamond Harbour to Dublat After completing this work the detachment carried out about 160 miles of high precision levelling from Howrah to Jellasore

Two more levelling detachments were organized for precise levelling from Hoshangābad to Mhow for the Executive Engineer Lower Narbada Division in connection with the Narbada and Tapti Projects

17 Summary of out turn —The total out turn of levelling (see Table 1) for field season 1948–49 is as follows —

(a) H P Levelling in one direction 856 miles (939 gross)
(b) H P Levelling in both directions 54 miles (56 gross)
(c) Simultaneous double levelling of Precision in both directions 201 miles (236 gross)

18 Kolhāpur to Ratnāgiri —Levelling detachment No 1 under Mr I M Saklani with one recorder and 15 *khalāsis* commenced High Precision levelling at Kolhāpur on 23rd October 1948 from B M No 23/47 L and closed on B M No 1/48 J at Karwar on 2nd April 1949 The route followed was the same by which the fore leveller had gone in season 1946–47 that is via Malkapur, Amba Ghat, Sakarpa and Pali The steep hills along the route were crossed at Amba Ghat The bench marks en route from Hathkhamba to Ratnāgiri were identical with those of this section of line No 122 and consequently the work was closed on a rock cut bench mark at Hathkhamba

After completion of Kolhāpur–Ratnagiri section the detach ment returned to Kolhapur and recommenced work in the fore direc tion from B M No 23/47 L on line No 129 of the new level net from Kolhapur to Mangalore It was run via Kagal, Sankeshwar, Belgaum Kittur and Dhārwār and closed on B M No 1/48 M at Hubli From this bench mark a branch line was run via Yellapur to B M No 1/48 J at Kārwar The route followed from Kolhapur

to Hubli was along the old line No. 29 and that from Hubli to Kārwār along the old line No. 17. All old bench-marks which could be traced and found intact were connected including bench-mark No. 1/48 J which was the bench-mark of reference of the old tidal observatory at Kārwār now closed. The difference between old and new values of these bench-marks are being studied and will be discussed in the next Report.

New standard bench-marks (Type M) at Kolhāpur, Hubli and Kārwār and four other types of primary protected bench-marks were connected during the work. Levelling was also carried to three G.T. stations and four hill stations of topographical triangulation. The whole work covered 16,522 feet of rise and 18,696 feet of fall.

For transport a 3-ton lorry was engaged from Messrs. R. B. Shirke Bros. of Ratnāgiri at Rs. 23 - per day inclusive of all charges except petrol. It greatly helped in speeding up the work through the Western Ghāts and other such areas where transport difficulties would otherwise have made progress very slow.

The general health of the detachment remained good throughout, though part of the line ran through a notoriously malarious area.

19. Raipur to Vizagapatam.—Detachment No. 2 under Mr. H. C. Gupta (Surveyor), with one recorder and 15 *Khalāsis* first took up the levelling in the fore direction of the High Precision line from Raipur to Vizianagram. He commenced work on 23rd October 1948, and starting from Standard Bench-mark No. 173/64 G (Type P) at Raipur continued via Dhamtari, Sihāwa, Raigarh, Jeypore and Salur to Vizianagram, and closed the line on Standard Bench-mark No. 237/65 M (Type M) at P.W.D. Inspection Bungalow, Vizianagram.

Thereafter he started work on the section Vizianagram to Vizagapatam and completed it on 18th April 1949. This section closes on Standard Bench-mark No. 91/65 O (Type P) at Vizagapatam, which is also the reference bench-mark for the tidal observatory there. The route followed was the same as that for the old line No. 36.

The line from Raipur to Vizagapatam runs partly through cultivated plain area and partly through thick forest.

For transport, bullock carts were used on a permanent basis wherever possible. The local officials were generally helpful, but rations were obtainable with great difficulty particularly in Madras Presidency. Much inconvenience was experienced due to dearth of post offices enroute, particularly on the portion from Dhamtari (C.P.) to Nowrangapur (Orissa) where the existing post offices are about 50 to 60 miles apart and the telegraph offices are still fewer being about 150 miles apart.

As many old bench-marks as could be traced along the route of work were connected. A new Standard Bench-mark (Type M) at Rudri and seven other types of primary protected bench-marks

were also connected Thirteen hill stations of geodetic and topo graphical triangulation were connected to spirit levelling during the course of the work

The whole line from Raipur to Vizagapatam covered 15 577 feet of rise and 13,457 feet of fall

20 **Diamond Harbour to Dublat and Howrah to Balasore** — No 3 levelling detachment under Mr B P Rundev (Surveyor) with one recorder and 14 class IV
from B M No 91/79 B at P W
Harbour on 3rd January 1949
old bench marks including thos
the work was carried on along old line 74 B via Sagar and closed on a newly inscribed bench mark on top of pier at Dublat as near as possible to the old site of the tidal observatory, since none of the old marks were found existing A number of bench marks were left in the neighbourhood of this inscribed bench mark The work was thereafter continue
route by which the fore level
closed on B M No 91/79 B
1949 All the old bench marks found en route were connected during fore and back levelling of the line Diamond Harbour to Dublat The results have not been analysed yet and will be discussed in the next Report

After completion of the line from Diamond Harbour to Dublat the work was restarted from B M No 353/79 B at Calcutta on 1st
75 in the fore direction
) and Contai towards
larch 1949 The work
was closed at Jaleswar (Jellasore) on 20th May 1949 Eventually it will be of interest to carry the levelling to False Point to provide an independent connection to mean sea level

This work was partly paid for by the Commissioners for the Port of Calcutta The lines run were in the nature of revision levelling of old line No 74 B Diamond Harbour to Dublat, and part of old lines Nos 75 and 121, Howrah to Balasore The results are being worked out and it is hoped that they would provide very useful information regarding the amount of changes of level subsidence or otherwise, in this area

21. **Hoshangābād to Mhow** —Two levelling detachments were organized at short notice to meet the requirements of the Executive Engineer, Lower Narbada Division for the Narbada and Tapti projects It was a paid for job and in order to execute it as early as possible the line from Hoshangabād to Mhow was divided into two portions Detachment 'A' under Mr A K Bhattacharjee (Officer Surveyor) assisted by Mr S N Nandi (Surveyor) with 15 *khalasis* commenced work on the portion Hoshangabad to Khandwa from B M No 87/55 F at Hoshangabad on 21st January 1949 and after check levelling at Hoshangabad and again at Itarsi (see Table 2) en route carried it forward towards

Khandwa. Detachment 'B' under the charge of Mr. J. K. Donald (Surveyor) assisted by Mr. V. D. Bhatt (Surveyor) with 14 *khalāsīs* started work simultaneously on the portion Mhow to Khandwa from Standard Bench-mark No. 83/46 N at Mhow on 21st February 1949 and carried it forward towards Khandwa. A junction was effected at a bench-mark near the Kalamachak river on 18th May 1949.

The levelling was carried out both in the fore and back directions by sections of 8 miles, each section being subdivided into 4 sub-sections of 2 miles each. These sub-sections were levelled first by the fore leveller in the morning and in the afternoon till the 8-mile section was completed. The back leveller then followed the same procedure of observations for the 8-mile section from the opposite direction levelling in the afternoon the sections done in the morning by the fore-leveller and vice versa. This was done to ensure that *the two observers observed the same sections under different* atmospheric conditions.

The maximum discrepancy allowed between the results of fore and back levelling in the main line for each 2-mile sub-section was 0·025 ft. For branch-lines a greater tolerance was allowed. The work as a whole can be classed as simultaneous double levelling of precision.

22. Probable errors of levelling.—The probable accidental and systematic errors in levelling of high precision calculated by the usual formulæ are given below :—

Line No.	Name of the line	Probable systematic error per mile	Probable accidental error per mile
		feet	*feet*
Part of Nos. 74 & 74 B	Burdwān to Diamond Harbour via Calcutta	± 0·00202	± 0·00383
Part of No. 74 B	Diamond Harbour to Dublat ..	± 0·00038	± 0·00301
Part of No. 122	Bombay to Ratnāgiri ..	± 0·00109	± 0·00374
Part of No. 127	Ratnāgiri to Kolhāpur ..	± 0·00159	± 0·00450
Maximum error permissible in H.P. Levelling		± 0·00106	± 0·00416

The probable error of the secondary levelling line from Mhow to Hoshangābād is ± 0·00029 feet per mile.

23. Progress of the New Level Net.—The levelling under report has added 510 miles of completed levelling (both directions) and about 800 miles in one direction only to the total mileage of the new level net. Chart VII shows that it has not been possible to extend this net into southern India. About 4,700 miles of levelling of a total estimated mileage of 15,800 miles still remains to be carried out and at the present rate of progress it may take another 16 years to complete.

The existing skeleton High Precision level net is not at all sufficient for providing datum bench marks for secondary and tertiary levelling which is required urgently for the various irrigation and hydro electric projects It is hoped to accelerate the progress of precision and secondary levelling in India by employing more personnel and by inducing the provincial governments, railway and other interested agencies to carry out some levellings in their areas according to specified standards of accuracy and tied on to the Survey of India High Precision level net

TABLE 1 —*Tabular statement of out turn of work, season 1948–49* —(concld)

Detachments and lines levelled	Dates	Distance levelled: Main line (Mls.)	Distance levelled: Extras and branch lines (Mls)	Distance levelled: Total (Mls)	Total: Rises (feet)	Total: Falls (feet)	Number of stations at which the instruments were set up	Number of bench marks connected: Protected Primary: Rock cut	Protected Primary: Other	Others
Branch Line of Line No 129 (Kolhapur to Mangalore) portion Hubli to Karwar (Fore)	Feb 49 to April 49	104	14	118	4 031	6 68[illegible]	2 403	1	18	169
Line No 124 Raipur to Vizianagram (Fore)	Oct 48 to April 49	339	41	380	1[illegible] 122	12 90[illegible]	7 304	7	29	318
Line No 126 (Vizianagram to Rajahmundry) portion Vizianagram to Vizagapatam (Fore)	2 4 49 to 18 4 49	40	3	43	4[illegible]	48	664	2	3	5[illegible]
Portion of Line 74 B (Kidderpore to Dublat) portion Diamond Harbour to Dublat (Fore)	3 1 49 to 31 1 49	3	3	6	48[illegible]	406	715		2	80
Do (Back)	1 2 49 to 27 2 49	54	2	[illegible]	[illegible]59	2[illegible]	804		1	77
Line No 75 (Kendrapara to Howrah) portion Howrah to Jaleswar (Fore)	1 3 49 to 20 [illegible] 49	164	12	176	1 [illegible]88	1 76[illegible]	[illegible] 398		8	254
Secondary Levelling Detachment										
Line Hoshangabad to Mhow	[illegible]0 2 49 to 30 5 49	[illegible]01	35	236	2 6[illegible]7	3 832	2 96[illegible]		4	346

TABLE 2.—*Check-levelling*

Discrepancies between the old and new heights of bench-marks.

Bench-marks of the original levelling that were connected for the check-levelling			Distance from starting bench-mark	Observed height above (+) or below (−) starting bench-mark as determined by			Difference (check − original). The sign + denotes that the height was greater and the sign −, less in 1947-48 than when originally levelled
No.	Degree sheet	Description		Date of original levelling	Original levelling (published values)	Check-levelling 1947-48	
			miles		*feet*	*feet*	*feet*
At Bombay on lines Nos. 32 & 122							
2	47 B	S.B.M., Bombay	0·00	1877-78, 1906-07, 1910-11	0·000	0·000	0·000
3	,,	Step	0·08	,,	− 2·173	− 2·169	+0·004
4	,,	Step	0·08	,,	− 2·139	− 2·130	+0·009
5	,,	Step	0·31	,,	− 3·540	− 3·520	+0·020
6	,,	Step	0·31	,,	− 3·458	− 3·438	+0·020
7	,,	Step	1·16	,,	− 7·252	− 7·251	+0·001
33	,,	Step	2·26	1914-15, 1930-31, 1934-35	− 0·008	+ 0·005	+0·013
23	,,	(Type C) at Colaba	2·94	,,	+ 13·816	+ 13·846	+0·030
41	,,	(Type B) at Colaba	2·94	1930-31, 1934-35	+ 12·205	+ 12·234	+0·029
42	,,	Flooring G.T. Mark (Observatory)	2·98	,,	+ 14·149	+ 14·177	+0·028
2	,,	S.B.M., Bombay	0·00	1877-78, 1906-07, 1910-11	0·000	0·000	0·000
1	,,	Step	0·38	,,	+ 0·013	+ 0·037	+0·024
51*	,,	Step	0·39	1914-15	+ 0·113	+ 0·139	+0·026
52*	,,	Step	0·73	,,	− 0·703	− 0·676	+0·027
10	,,	Step	0·79	1877-78, 1906-07, 1910-11	− 0·651	− 0·621	+0·030
35	,,	Step	0·94	1914-15	− 2·584	− 2·591	+0·007
129*	,,	Stone	1·15	,,	− 2·977	− 2·951	+0·026
2	,,	S.B.M., Bombay	0·00	1877-78, 1906-07, 1910-11	0·000	0·000	0·000
34	,,	Plinth	0·23	1930-31, 1934-35	− 4·711	− 4·694	+0·017
29	,,	Step	1·40	,,	− 4·488	− 4·479	+0·009
30	,,	E.B.M., Bombay	1·44	,,	− 5·497	− 5·490	+0·007
2	,,	S.B.M., Bombay	0·00	1877-78, 1906-07, 1910-11	0·000	0·000	0·000
105*	,,	Stone seat	0·69	1914-15	+ 2·805	+ 2·834	+0·029
79*	,,	Step	1·25	,,	− 3·818	− 3·804	+0·014
76*	,,	Plinth	2·40	,,	− 4·788	− 4·859	−0·071
74*	,,	Stone pillar	2·94	,,	− 4·567	− 4·536	+0·031
73*	,,	Sill	3·21	,,	+ 0·384	+ 0·409	+0·025
71*	,,	Step	3·84	,,	− 3·914	− 3·883	+0·031

(*Continued*)

* B.M's. from "Supplement to the levelling pamphlet 47, Island of Bombay corrected to 1937".

TABLE 2.—*Check-levelling*—(contd.)

Discrepancies between the old and new heights of bench marks

Bench marks of the original levelling that were connected for check levelling			Distance from starting bench mark	Observed height above (+) or below (−) starting bench mark as determined by			Difference (check − original) The sign + denotes that the height was greater and the sign −, less in 1947–48 than when originally levelled
No	Degree sheet	Description		Date of original levelling	Original levelling (published values)	Check levelling 1947–48	
			miles		*feet*	*feet*	*feet*
				At Burdwān on lines Nos 70 A & 74			
116	73 M	(Type A) at Burdwan	0 00	1913 14 1916 17	0 000	0 000	0 000
115	"	S B M, Burdwan	0 04	"	+ 5 117	+ 5 095	−0 022
114	"	Pillar	0 19	1914 15, 1916 17	+ 5 335	+ 5 323	−0 012
136	"	Stone coping	0 95	1925	+ 10 505	+ 10 496	−0 009
138	"	Stone coping	1 04	"	+ 11 610	+ 11 596	−0 014
				At Calcutta on lines Nos 74, 77 & 121			
3[illegible]3	79 B	(Type B) at Calcutta	0 00	1882 83 1894 95 1899-1902	0 000	0 000	0 000
4[illegible]3	"	Step	1 93	1924 25 1927 28	+ 2 685	+ 2 654	−0 031
906	"	Step	2 26	"	+ 2 527	+ 2 494	−0 033
4[illegible]5	"	Stone flooring	2 24	"	+ 3 506	+ 3 510	+0 004
917	"	Stone	2 06		+ 5 318	+ 5 305	−0 013
918	"	S B M, Howrah	2 24		+ 2 139	+ 2 158	+0 019
3[illegible]	"	Pavement	1 93	1882 83 1882 83	+ 1 992	+ 1 991	−0 001
364	"	Step	2 6[illegible]	1882 83, 1894 95 1899-1902	+ 2 694	+ 2 672	−0 022
368	"	S B M, Calcutta	3 45	"	+ 2 074	+ 2 104	+0 030
355	"	Step	2 79	"	+ 4 288	+ 4 242	−0 046
891 (356)	"	Step	3 20	"	+ 4 296	+ 4 291	−0 005
3[illegible]7	"	Pavement	3 80		+ 12 880	+ 12 852	−0 028
988	"	Pedestal	1 98	1936 37	+ 3 687	+ 3 671	−0 016
989	"	Pedestal	1 65	"	+ 6 051	+ 6 043	−0 008
900 (596, 32)	"	Fountain	0 73	1882 1902 1926 27 1927 28	+ 0 771	+ 0 752	−0 019
991	"	Plinth	0 70	1927 28	+ 3 589	+ 3 568	−0 021
994	"	S B M, Howrah bridge	0 29	1936 37	− 0 262	− 0 262	0 000
992	"	Step	0 29	"	+ 1 970	+ 1 956	−0 014
897	"	Pavement	0 23	1927 28, 1936 37	+ 3 105	+ 3 096	−0 009
903 (876)	"	Seat	0 31	"	+ 1 490	+ 1 480	−0 010
874 (358)	"	Coping	4 40	1882 1902 1926 27	− 0 757	− 0 818	−0 061
875 (359)	"	Coping	4 43	"	− 0 761	− 0 814	−0 053

(*Continued*)

TABLE [illegible]

[illegible]

TABLE 2.—*Check-levelling.*—(contd.)

Discrepancies between the old and new heights of bench marks.

Bench marks of the original levelling that were connected for check levelling			Distance from starting bench mark	Observed height above (+) or below (−) starting bench mark as determined by			Difference (check − original) The sign + denotes that the height was greater and the sign −, less in 1948–49 than when originally levelled
No	Degree sheet	Description		Date of original levelling	Original levelling (published values)	Check levelling 1948–49	
			miles		*feet*	*feet*	*feet*
			At Kolhāpur on line No. 29				
23	47 L	E B M, Kolhapur	0 00	1877-79	0 000	0 000	0 000
22	"	Step	0 85	"	− 1 617	− 2 216	−0 599
			At Hathkhamba on line No. 122				
342	47 L	Rock	0 00	1946 47	0 000	0 000	0 000
343	"	Rock	0 35	"	+ 35 537	+ 35 536	−0 001
344	"	Rock	0 96	"	+ 15 148	+ 15 151	+0 003
341	"	Rock	0 56	"	− 21 701	− 21 695	+0 006
340	"	Wheel gaurd stone	1 85	"	− 50 169	− 50 152	+0 017
			At Belgaum on line No. 29				
37	48 I	S B M, Belgaum	0 00	1877 79	0 000	0 000	0 000
32	"	Flooring	0 74	"	− 73 329	− 73 336	−0 007
33	"	Step	1 05	"	− 68 212	− 68 217	−0 005
40	"	E B M, Belgaum	2 48	"	− 49 871	− 49 847	+0 024
			2 28*			− 49 846*	+0 025
			At Hubli on lines Nos. 16 & 17				
1	48 M	E B M, Hubli	0 00	1907 08	0 000	0 000	0 000
2	"	Paving stone	0 19	"	+ 15 543	+ 15 505	−0 038
3	"	Flooring	0 26	"	+ 18 166	+ 18 160	−0 006
52	"	Capstone	0 73	"	− 71 077	− 71 148	−0 071
50	"	Capstone	3 54	"	− 94 117	− 94 201	−0 084
			At Kārwār on line No. 17				
1	48 J	E B M, Kārwar	0 00	1907 08	0 000	0 000	0 000
2	"	Rock	0 14	"	− 1 155	− 1·163	−0 008
4	"	Rock	1 26	"	− 0 782	− 0 798	−0 016
6	"	Rock	2 24	"	+ 21 519	+ 21 582	+0 063
7	"	Rock	3 25	"	+137 528	+137 544	+0 016
48	"	Capstone	0 11	"	− 4 766	− 4 932	−0 166
49	"	Rock	0 15	"	− 3 067	− 3 070	−0 003

(*Continued*)

* Value obtained through another route

Chapter III

GRAVITY

BY B. L. GULATEE, M.A. (CANTAB.)

24. Summary.—An indication of the future programme of gravity observations in India was given in the last year's report (see Technical Report 1947, Part III, Para 34). It was pointed out that it was intended to commence work on a new 10-mile network of gravimeter stations covering the whole of India. In pursuance of this programme, 101 new gravimeter stations (24 in West Bengal and 77 in Madhya Pradesh) were established with the Frost gravimeter during the period under report. The area covered is shown by blue colourwash in Chart X and amounts roughly to 8,500 square miles.

Gravimetric observations have been taken at twelve standard and twenty other primary protected bench-marks of the Primary Level net of India.

In addition to the above, thirty-six old pendulum stations were also revisited.

An important connection of the base station at Dehra Dūn was also effected with the group of five gravity stations at Delhi recently observed by Dr. G. P. Woollard of the Woods Hole Oceanographic Institution (U.S.A.) as part of his world net of gravity stations. This has gone a long way towards finalizing the absolute value of gravity at Dehra Dūn about which there were always some doubts.

The following paragraphs give a detailed account of the field work mentioned above.

25. Narrative.—(*a*) *Field Season 1947–48.* A detachment consisting of two sections, a position and height fixing Section and a Gravimeter Section, was organized. The position and height fixing Section was under the direct charge of Mr. A. K. Bhattacharjee (Class II) assisted by four Surveyors and 26 *khalāsīs*. The Gravimeter Section comprised of Mr. S. Vaikuntanathan (Class II), 1 Surveyor, 1 Computer and 6 *khalāsīs*.

The position and height fixing Section left Dehra Dūn by rail on 20th October 1947 and arrived at Rānīganj on 27th October 1947. The Gravimeter Section left Dehra Dūn on 5th November 1947 by road in a 15-cwt. Dodge Weapon Carrier in which the Gravimeter was fitted by making suitable alterations in the body of the vehicle. This section arrived in Rānīganj on 13th November 1947. Both

sections continued work in the Rānīganj Coal fields area of West Bengal till 18th December 1947 For transport two 15 cwt Dodge Weapon Carriers were obtained on loan from the Director, Eastern Circle Survey of India, Calcutta Some difficulty was experienced in securing timely supplies of petrol for these vehicles On the whole the use of motor transport helped to speed up work and consequently proved economical The health of the detachment remained good and there were no casualties

On the completion of work in the Ranigauj Coal fields area the section under Mr Bhattacharjee left Burdwan by rail via Calcutta for Kamptee (Madhya Pradesh) on 22nd December 1947 and arrived at Kamptee on 29th December 1947 This Section returned to Dehra Dun on 1st April 1948 after completing the programme for the year

The Gravimeter Section left Raniganj on 19th December 1947 in the Weapon Carrier in which the Gravimeter was fitted, and arrived at Lakhnadon on 25th December 1947 This section completed its programme on 6th March 1948 and returned to Dehra Dūn on 14th March 1948

(*b*) *Field Season 1948–49* During the previous field season positions and heights of some of the stations at which observations with the gravimeter were made could not be fixed A detachment under Mr A K Bhattacharjee, with three Surveyors, one Computer and 28 *khalāsis* left Dehra Dūn on 15th October 1948 arrived at Gondia on 19th October 1948 and commenced work on 21st October 1948 Throughout the field season the detachment was employed on position and height fixing of the gravimetric stations The work was closed at Balaghāt on 15th January 1949 Thereafter Mr A K Bhattacharjee and Mr. J K Donald were ordered to [illegible] Mhow respectively to carry out [illegible] utive Engineer, Lower Narbada [illegible]) and the rest of the detachment returned to Dehra Dūn

The climate of the area was not healthy and most of the personnel suffered from malaria and jaundice

26 Position Fixing —Both in the Raniganj and Nāgpur areas the gravimetric stations were sited close to the roads with a view to easy access All available triangulation and traverse data in the area was plotted on a chart and the sites of the gravimetric stations were selected in such a way that the co ordinates of each station could be derived most economically either by a short line of traverse between two known points or by observing a couple of triangles based on existing triangulation data In some cases the position was fixed by resection from nearby stations and intersected points with a Sun or Polaris azimuth observed A small Wild and a Tavistock theodolite were used for observation The co ordinates were generally fixed correct to about 10 to 20 feet and in a very few cases where data was sparse to about 50 feet

27 Heights —The determination of heights of gravimetric stations to the nearest foot was a serious problem as levelling bench

31. **Calibration of Meter Factor.**—Readings can be taken with th Frost Gravimeter to 0·01 mgals and the mean error of observation with it can be reckoned as ±0·05 mgals. The pendulum observa tions have a mean error about 40 times greater than this and so canno be used either as a check on the gravimeter or for the derivatio of its calibration constant. In a country well supplied with precis gravimetric bench-marks, the calibration of a new gravimeter i easy. *An alternative method is to make measurements at th* bottom and top of a tall skeleton tower or an isolated tall buildin and determine the calibration factor from the change in gravit after applying the usual Free-Air correction.

In India neither of these facilities are available. The only ne of gravity work is that established by means of the pendulum which, as has already been mentioned, is of a much lowe precision.

The calibration constant of the instrument as supplied by th makers in 1946 was 1 scale division = 0·0800 mgals. This cannot be expected to hold for all time and the following attempts wer made to see whether it had changed its value. Firstly observation were made at the top and bottom of Qutab Minar at Delhi with the following results :—

Date	Place	Height	Difference of scale reading	Difference of g by Free-Air formula
		feet	*divisions*	*mgals*
29-1-49	Qutab Minar, Delhi ..	238	268·6	22·37

These give the value of the meter factor to be 1 scale division = 0·0833 mgals.

This determination, however, cannot be considered very reliable on account of two reasons :—

(*a*) The instrument had to be man carried through a narrow winding stair case. This introduces a chance of creep coming in due to jolts. The ideal way is to take it up smoothly in a lift which was not available.

(*b*) The attraction due to the mass of Qutab Minar has not been allowed for. Ignoring of mass correction results in a larger value in the last column and so the meter constant found would be on the high side.

An indirect check on the calibration constant, however, has been afforded by connecting several pendulum stations round

Dehra Dūn with the gravimeter The table below gives the details —

TABLE 1 —*Old Pendulum Stations near Dehra Dun connected with the Gravimeter*

Serial No	Station	Height	Change in d al divisions between base and field station	Pendulum *minus* gravimeter value		REMARKS
				Meter factor 0 0809	Meter factor 0 0817	
		feet		*mgals*	*mgals*	
1	Dehra Dūn	2239	0			Datum
2	Dunsqverick (Mussoorie)	7128	−3548	− 3 1	− 0 2	
3	Evelyn Villa (Mussoorie)	6917	−3338	− 1 5	+ 1 2	
4	Rajpur	3334	− 754	− 1 6	− 1 0	
5	Chakrata	6933	−3016	− 6 7	− 4 3	
6	Roorkee	867	+ 816	+ 0 7	0 0	
7	Nojli	879	+ 989	+ 1 8	+ 1 0	
8	Fatehpur	1434	+1038	+ 2 1	+ 1 3	
9	Kalsi	1684	+ 838	+ 2 0	+ 1 3	
10	Mohan	1660	+ 569	+ 0 8	+ 0 3	
11	Hardwar	949	+ 729	− 0 9	− 1 5	
12	Ambala	888	+1694	− 0 1	− 1 5	
13	Kalka	2202	+1038	+ 1 6	+ 0 8	
14	Meerut	734	+1088	+ 0 2	− 0 7	
15	Delhi	715	+1076	+ 0 4	− 0 4	
16	Khurja	649	+ 235	+ 1 9	+ 1 7	
17	Agra	535	+ 086	+ 0 7	+ 0 7	
18	Hathras	587	+ 148	+ 3 8	+ 3 7	
19	Aligarh	612	+ 148	+ 0 6	+ 0 5	
20	Dhanbad	761	0			Datum
21	Suri	264	*	+ 1 6	+ 0 8	

The first four stations are at a higher elevation than the base station Dehra Dūn and the others are at a lower elevation Column 5 which is obtained by using factor 0 0809 shows a significant systematic trend—the discrepancies being positive/negative according as the stations have higher/lower values of gravity than the base station Although it has to be admitted that the accuracy of pendulum results is only 1 to 2 mgals and that the discrepancies

[illegible] will an error in calibration [illegible] In the [illegible] results are [illegible] improve- [illegible] apparent as is [illegible] formed only by rough [illegible] by least squares will be [illegible] has been accomplished.

The [illegible] shows the desirability of calibrating the Frost Gravimeter directly rather than [illegible] gravimeter such as the [illegible]

32. **Difference Base at Dehra Dūn.**—A difference base has been [illegible] a check on the constancy of [illegible] instrument. The two stations [illegible] Bench-mark, Dehra [illegible] Bench-mark No. 161/117 at Rajpur [illegible] were determined [illegible] and are tabulated [illegible] can be inferred that [illegible] in the calibration constant of the instrument.

TABLE 2—Difference Base: [illegible] B.M.—Rajpur B.M. (Distance = [illegible] miles)

No.	Date	Time Taken	Difference in dial divisions	Difference in milligals	Total difference in dial divisions
1	[illegible]	[illegible]	— 741·[illegible]	— 67·[illegible]	— [illegible]
2	[illegible]	[illegible]	— 74[illegible]	— 67·[illegible]	— [illegible]
3	[illegible]	[illegible]	— 74[illegible]	— 67·[illegible]	— [illegible]
4	[illegible]	[illegible]	— 74[illegible]	— 67·450	— [illegible]

33. **Reduction of Gravimeter Stations.**—Gravimeter measurements [illegible] to a precision of 0·1 mgal or better but these values can[not be] made use of directly for any interpretation work. They have to be reduced to sea-level by applying corrections for altitude, topography, compensation, etc. These reductions can in[volve] considerable inaccuracy, and quite a lot of the advantage of the use of a high precision instrument can be lost if the [illegible] employed is not carefully chosen. Quite different consi[derations] are needed for the choice of the reduction, however, according [as the] stations have been laid down for geodetic or geophysi[cal pur]poses.

For geodetic purposes, reductions take count of the topography and its compensation (according to [illegible]

hypotheses) for the whole earth and even with the best of care cannot be expected to be more accurate than 1 or 2 mgals because of the inevitable uncertainties in distant zones For interpretation of broad features, this is quite ample

For detailed geophysical work, the isostatic reductions are not at all important The area under operation is very limited and all that is needed is that the effect of the terrain up to a certain distance (say 10 to 15 miles) from the area should be accurately estimated The distant zones can be neglected altogether and so far as geophysical interpretation is concerned are of no interest as they affect all the stations by the same amount

Our objective was two fold

(i) to establish an accurate framework of stations on which further detailed geophysical prospecting work could be based This would enable such a local work to be brought in absolute terms

(ii) to delineate the broad features of curiosities in the earth's crust in as far as they can be revealed by a 10 mile mesh of stations

For purpose (i), an accurate observed value of gravity is all that is required Later on, when detailed work for locating economic deposits is carried out in this area, one of these stations could be used as the reference station and could be reduced in the same fashion as the others near it Precise terrain corrections have to be evaluated to conserve the accuracy of the gravimetric observations

Ol [illegible]
and ca [illegible]
local d [illegible]
been reduced as follows —

(*a*) They have been corrected for the usual Free Air, Bouguer, and Hayford Isostatic reduction and by hypotheses of regional compensation. The results are given in Table 3

(*b*) Modified Bouguer anomalies in which the attraction of topography is taken count of up to the outer limit of Zone O have also been worked out and included in Table 3

34 Interpretation of Gravity Anomalies in the Rānīganj Area —Table 3 gives gravity anomalies on seven hypotheses for 30 stations and also the mean anomalies with and without regard to sign

Curiously enough, Bouguer anomalies are the least and most regular of the lot Mean Free Air anomalies are greater than Bouguer but are less than Isostatic anomalies It is thus abundantly clear that this region is not in Isostatic equilibrium

The other curious feature is that the bulk of the Bouguer anomalies are positive indicating under compensation or excess masses underneath.

Chart XIII shows the Hayford Isostatic anomaly contours on the Helmert spheroid at intervals of 5 mgals in red. For comparison the older contours are shown in black by dotted lines. These were based on pendulum observations and were drawn at contour intervals 20 mgals apart, because of the larger spacing of stations and low precision of pendulum results. They are in the main correct but it will be seen what a lot of curiosities can be missed when stations are as far apart as 70 miles. The corresponding modified Bouguer anomalies are shown on Chart XIV.

The most conspicuous features of the Bouguer anomaly map are two regions of gravity highs separated by a gravity low. The alluvium in this area is only a skin and the two intrusions appear to be due to some feature that is intimately bound up with subsurface geological structure.

A denser net of stations for further investigations is indicated in the neighbourhood of Rāniganj where the steepest gradients occur in the direction AB. The magnitude of the gradients is about 10 mgals per mile which is about ten times the normal gradient.

On the extreme east, near Burdwān, the gravity field becomes rapidly negative due to large thickness of the light sediments. There are hardly any outcrops here on account of this reason.

A quantitative interpretation of the gravity field in terms of the geology of the area is of the utmost importance and will form the subject of a separate paper. A short preliminary discussion is given below.

The anomaly charts show the various formations that occur in the area. In addition to these, there are a number of intrusions of basic rocks in Rāniganj Series. They are such a common feature in this area that they have even increased the density of this formation. These basic intrusions have actually caused a lot of harm as in their process of coming out through the Rāniganj Series, they have burnt a lot of coal.

Basic rocks can only intrude through Rāniganj and not through alluvium, because the alluvium is too recent. But Dalma Trap being ultrabasic and archean can only penetrate through gneisses and not the Rāniganj Series.

In the interpretation two possibilities can arise. The two noses of high anomalies may be due to the eastern extension of Rāniganj Series and basic rock dykes in it. If this is so there are tremendous economic possibilities of presence of coal and boring should immediately be undertaken at the gravity highs. If on the other hand these highs are due to Dalma Trap or gneisses then it may not mean Rāniganj Series at all and the anomalies have no economic

GRAVITY ANOMALIES IN RANIGANJ AREA

Contours showing g γCH

REFERENCES

Gravity Stations ●

Bench Marks ○

Scale 1.014 Inches = 16 Miles or 1/1 000 000

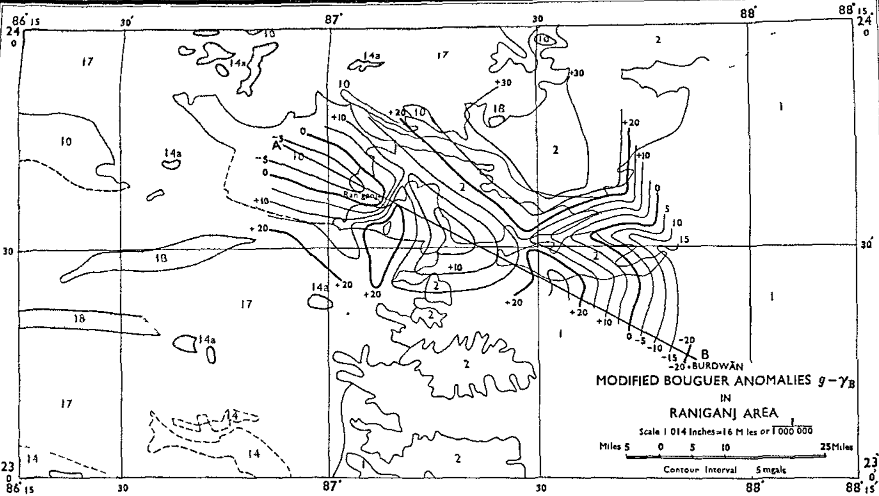
Miles 5 0 5 10 25 Miles

Contour Intervals 5 mgals

Dhanbad
Asansol
Raniganj
Suri
Katwa
Burdwan
Bankura
Bishnupur
Purulia
Damodar R.
Dwarkeshwar R.

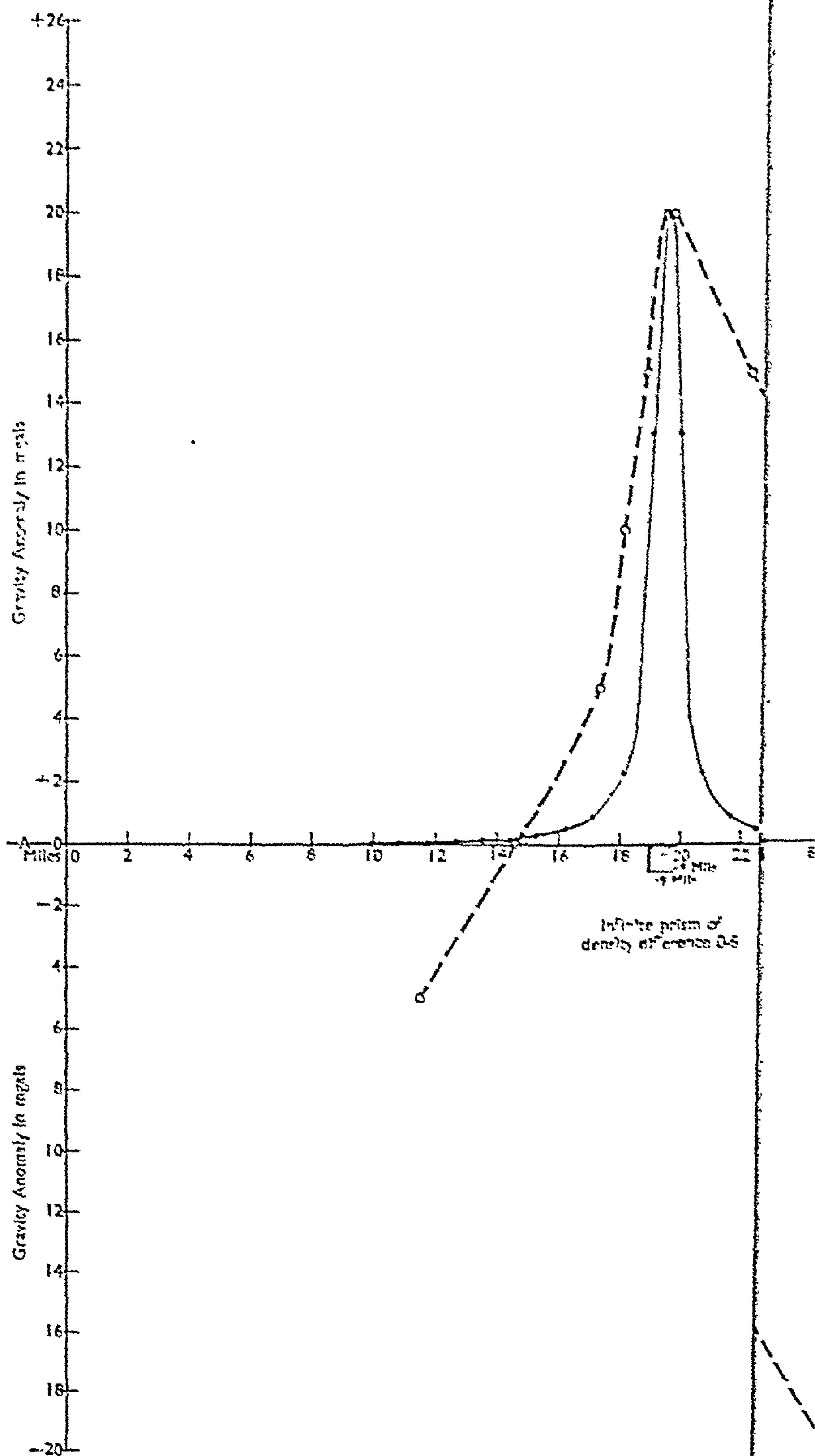

R.S No 537 M/NCD 50(G&T C.I 1000 000)-375

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R S No 538 M/NCD 50(G&T C.I 1000 000)-375

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Reg. No. 550 M/N.C.D'50 (G.S.T.C. I-6 Miles)-375

significance It would be desirable to put in some more stations in these areas for further detailed study

The specific gravities of the various formations in this area are —

Formation	Approximate specific gravity
Alluvium	1 9
Raniganj Series	2 5
Gneiss	2 65
Dalma Trap	3 0
Basic intrusions in Raniganj Series	3 0

Densities from surface specimens were found to be of the order of 1 3 to 1 6 in the Raniganj area These cannot be regarded as representative as the top sediments are rather loose To get an estimate of effective density for the area two density profiles were run over a slightly undulating site comprising of about sixteen stations at intervals of 330 feet The height differences were plotted against a series of elevation correction factors drawn at intervals of 0 002 and it was found that the profile corresponding to density 2 0 was smoother than the others and was more independent of the topography This is a reasonable value for the surface density

It would be seen from the above that density differences of as much as 0 6 are possible amongst the various formations One over simplified solution of the mass anomalies that can produce roughly the observed Bouguer section on the line AB is shown in Chart XV which is drawn on the assumption of two prisms of infinite extent at shallow depth perpendicular to the plane of the paper one having an excess of density of 0 6 and the other an excess of density of 0 5 from the surroundings

A more detailed discussion taking into account the probable thicknesses of the various formations will be given in a separate research publication as mentioned already

TABLE 3.—*Gravity Anomalies i*

No.	Sheet No.	Station	Height	Latitude	Longitude	g (Observed value)	HAI		
							$g-\gamma_A$	$g-\gamma_B$	Modified $g-\gamma$ *
			feet	° ′ ″	° ′ ″	*gals*	*mgals*	*mgals*	[illegible]
1	73 I	G 1 ..	440	23 43 31·7	86 50 59·0	978·8291	+ 4·7	−10·2	[illegible]
2	73 I	G 2 ..	659	31 37·1	86 51 16·2	·8341	+43·5	+21·0	[illegible]
3	73 M	G 1 ..	388	47 29·9	87 05 10·7	·8605	+26·8	+13·7	[illegible]
4	73 M	G 2 ..	341	33 46·5	02 15·0	·8462	+23·2	+11·6	[illegible]
5	73 M	G 3 ..	395	40 39·0	11 04·0	·8490	+23·6	+10·1	[illegible]
6	73 M	G 4 ..	314	31 36·1	18 46·2	·8337	+10·6	− 0·1	[illegible]
7	73 M	G 5 ..	307	40 18·7	00 51·3	·8343	+ 1·0	− 9·4	[illegible]
8	73 M	G 6 ..	245	33 09·4	08 36·1	·8660	+34·7	+26·5	[illegible]
9	73 M	G 7 ..	192	25 21·6	32 52·9	·8626	+34·8	+28·4	[illegible]
10	73 M	G 8 ..	162	26 11·5	40 32·5	·8485	+17·0	+11·6	[illegible]
11	73 M	G 9 ..	184	38 36·0	25 02·0	·8755	+32·5	+26·2	[illegible]
12	73 M	G 10 ..	345	23 32·1	06 43·1	·8419	+30·5	+18·9	[illegible]
13	73 M	G 11 ..	191	24 05·2	22 06·5	·8493	+22·8	+16·4	+15·9
14	73 M	G 12 ..	207	38 07·7	32 50·9	·8817	+41·3	+34·3	+34·0
15	73 M	G 13 ..	105	21 16·3	50 52·2	·8170	−14·4	−17·9	−18·1
16	73 M	G 14 ..	257	48 32·0	23 55·5	·8897	+42·6	+33·9	+33·9
17	73 M	G 15 ..	319	47 31·1	16 19·4	·8777	+37·5	+26·7	+27·3
18	73 M	G 16 ..	127	38 33·5	41 19·8	·8784	+30·1	+25·8	+25·8
19	73 M	G 17 ..	122	28 46·3	50 31·1	·8224	−15·6	−19·8	−19·8
20	73 M	G 18 ..	108	31 51·9	43 31·5	·8362	− 6·5	−10·2	−10·2
21	73 M	G 19 ..	139	49 25·0	41 40·6	·8900	+30·8	+26·0	[illegible]
22	73 M	G 20 ..	260	54 50·0	31 26·4	·8947	+40·8	+32·1	+32·0
23	73 M	G 21 ..	159	51 52·8	30 33·7	·8978	+37·8	+32·4	[illegible]
24	73 M	G 22 ..	173	31 46·9	27 34·7	·8599	+23·3	+17·5	+17·3
25	73 M	Rāniganj S.B.M.	322	36 15·6	07 05·8	·8411	+13·6	+ 2·7	+ 2·9
26	73 M	Rājband B.M. ..	218	28 22·0	24 37·1	·8471	+18·5	+11·2	+11·0
27	73 M	Pānagar B.M. ..	238	27 49·0	27 23·7	·8507	+24·6	+16·7	+16·4
28	73 M	Būd Būd B.M. ..	177	23 56·2	33 17·5	·8613	+33·8	+27·7	+27·5
29	73 M	Kulgaria B.M. ..	119	18 11·4	45 15·7	·8228	− 4·0	− 7·9	− 8·2
30	73 M	Burdwān S.B.M.	98	23 14 18·3	87 52 16·9	978·8050	−19·5	−22·8	−23·0
		Mean with regard to sign	..			..	+20·7	+12·3	+12·5
		Mean without regard to sign	..			..	24·7	18·9	19·0

* Topographical reduction up to zone O.

inigan Area

ORD FORMULA					INTERNATIONAL FORMULA				
ayford's ompen sation 3 7 km	HEISKANEN'S REGIONAL COMPENSATION				Hayford's 113 7 km	HEISKANEN'S			
	40 km	60 km	80 km	100 km		40 km	60 km	80 km	100 km
mgals	*mgals*	*mgals*	*mgals*	*mgals*	*mgals*	*mgals*	*mgals*	*mgals*	*mgals*
+15 4	+14 2	+16 7	+18 9	+20 7	− 2 0	− 3 2	− 0 7	+ 1 5	+ 3 3
+42 0	+40 5	+42 6	+44 6	+46 4	+24 6	+23 1	+25 2	+27 2	+29 0
+36 8	+35 2	+38 3	+40 6	+42 5	+19 4	+17 8	+20 9	+23 2	+25 1
+32 1	+30 8	+33 1	+35 2	+37 1	+14 7	+13 4	+15 7	+17 8	+19 7
+31 7	+30 4	+33 1	+35 7	+37 8	+14 3	+13 0	+15 7	+18 3	+20 4
+18 4	+16 9	+19 8	+22 4	+24 3	+ 1 0	− 0 5	+ 2 4	+ 5 0	+ 6 9
+13 7	+12 2	+14 8	+16 9	+18 7	− 3 7	− 5 2	− 2 6	− 0 5	+ 1 3
+47 2	+45 7	+48 6	+51 0	+52 7	+29 8	+28 3	+31 2	+33 6	+35 3
+43 8	+42 1	+45 1	+47 8	+49 9	+26 4	+24 7	+27 7	+30 4	+32 5
+26 6	+25 0	+28 1	+30 8	+33 0	+ 9 2	+ 7 6	+10 7	+13 4	+15 6
+44 6	+42 7	+46 1	+48 9	+51 1	+27 2	+25 3	+28 7	+31 5	+33 7
+38 3	+37 0	+39 4	+41 3	+43 2	+20 9	+19 6	+22 0	+23 9	+25 8
+35 2	+34 2	+36 7	+38 9	+40 5	+17 8	+16 8	+19 3	+21 5	+23 1
+52 5	+50 8	+54 2	+57 1	+59 6	+35 1	+33 4	+36 8	+39 7	+42 2
− 4 3	− 6 0	− 3 0	− 0 4	+ 1 9	−21 7	−23 4	−20 4	−17 8	−15 5
+53 2	+51 3	+54 7	+57 6	+60 1	+35 8	+33 9	+37 3	+40 2	+42 7
+48 3	+46 6	+49 8	+52 4	+54 7	+30 9	+29 2	+32 4	+35 0	+37 3
+42 7	+40 6	+44 3	+47 3	+49 8	+25 3	+23 2	+26 9	+29 9	+32 4
− 5 6	− 7 5	− 4 3	− 1 5	+ 1 0	−23 0	−24 9	−21 7	−18 9	−16 4
+ 5 3	+ 3 5	+ 6 9	+ 9 8	+12 2	−12 1	−13 9	−10 5	− 7 6	− 5 2
+43 6	+41 4	+45 4	+48 6	+51 5	+26 2	+24 0	+28 0	+31 2	+34 1
+51 2	+49 2	+52 8	+55 8	+58 7	+33 8	+31 8	+35 4	+38 4	+41 3
+52 4	+50 5	+54 1	+57 3	+59 8	+35 0	+33 1	+36 7	+39 9	+42 4
+34 9	+33 2	+36 2	+38 9	+41 2	+17 5	+15 8	+18 8	+21 5	+23 8
+23 8	+22 3	+25 1	+27 4	+29 5	+ 6 4	+ 4 9	+ 7 7	+10 0	+12 1
+28 6	+26 9	+29 8	+32 5	+34 7	+11 2	+ 9 5	+12 4	+15 1	+17 3
+33 7	+32 0	+35 1	+37 8	+40 0	+16 3	+14 6	+17 7	+20 4	+22 6
+43 9	+42 1	+45 1	+47 7	+50 0	+26 5	+24 7	+27 7	+30 3	+32 6
+ 5 7	+ 4 2	+ 7 0	+ 9 5	+11 8	−11 7	−13 2	−10 4	− 7 9	− 5 6
−10 2	−12 0	− 9 0	− 6 3	− 4 0	−27 6	−29 4	−26 4	−23 7	−21 4
+30 8	+29 0	+32 2	+34 8	+37 0					
32 2	30 9	33 3	35 4	37 3					

35. Magnetic Anomalies in the Rānīganj Area.—Vertical Force observations were also carried out in conjunction with the gravimeter by means of Variometers Nos. 19134 and 19135. The former was used at the base station and the latter at the field stations. Scale values were checked from time to time and found to be fairly constant.

The magnetic anomalies computed with reference to Rānīganj Standard B.M. are shown in Table 4. These have been corrected for latitude variation which was derived with the help of a generalized V.F. Chart of the earth's magnetic field.

As will be seen the range of anomalies is considerable. Chart XVI shows the V.F. magnetic anomalies with contour intervals of 50γ.

Unfortunately no data is available regarding the magnetic susceptibilities of the rock formations occurring in this area. A systematic investigation of this appears to be necessary.

Some of the salient features of the magnetic anomalies are given below.

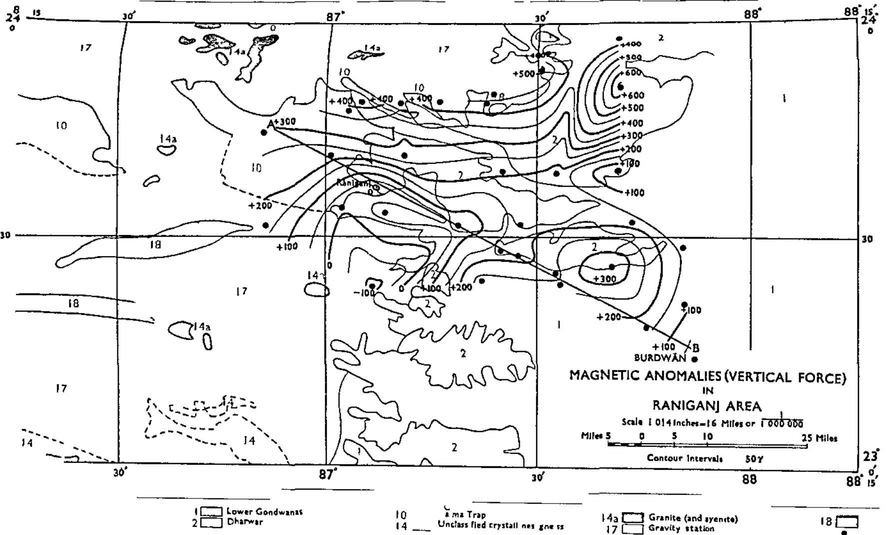
The small closed contour of 100γ at the boundary of gneiss and alluvium is unexpected and is possibly due to the boundary being incorrect as this geological map is an enlargement from a very small scale map.

The north-east portion has excessive anomalies and needs further investigation. The pocket on the south-east also is of interest.

The section on line AB is shown in plate ~~XII~~ XVII.

There is a good correspondence between gravity and magnetic maxima near latitude 23° 30′, longitude 87° 30′, but the two are inversely related at the first maximum of gravity just to the SE. of Rānīganj. Magnetic anomalies here exhibit a minimum. It may well mean that the Rānīganj series or coal measures extend up to here only and that the other maximum of gravity and magnetic force (at longitude 87° 30′) is caused by gneisses being humped in the form of a horst or peak under the alluvium. These gneisses are presumably quite magnetic and are responsible for the magnetic high.

It is of interest to note that as in the case of gravity, the steepest magnetic gradients also occur in the neighbourhood of Rānīganj.



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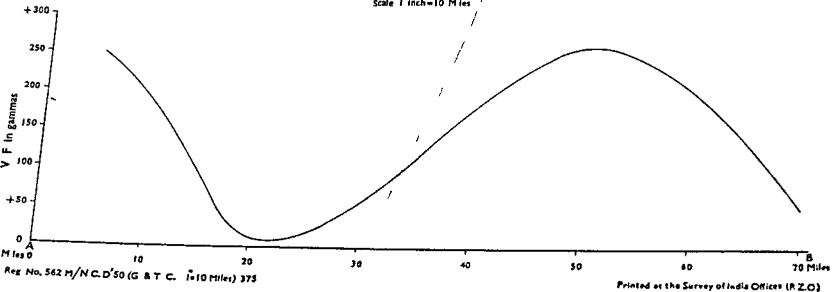

Magnetic Anomalies (Vertical Force)
Section on AB
Scale 1 inch=10 Miles
V F in gammas
+300
250
200
150
100
+50
0
A
Miles 0
10
20
30
40
50
60
70 Miles
B
Reg. No. 562 M/N C.D'50 (G & T C. 1"=10 Miles) 375
Printed at the Survey of India Offices (R Z.O)

TABLE 4 —*Magnetic Anomalies in Rāniganj Area*

Sheet No	Station	Latitude	Longitude	Height	Magnetic Anomalies*
		° ′ ″	° ′ ″	feet	γ
73 I	G 1	23 43 32	86 50 59	440	+ 279
73 I	G 2	31 37	51 16	659	+ 169
73 M	G 1	47 30	87 05 11	388	+ 446
73 M	G 2	33 47	02 15	341	+ 9
73 M	G 3	40 39	11 04	395	+ 271
73 M	G 4	31 36	18 40	314	+ 58
73 M	G 5	40 19	00 51	307	+ 223
73 M	G 6	33 09	08 36	245	+ 72
73 M	G 7	25 22	32 53	192	+ 230
73 M	G 8	26 12	40 33	162	+ 350
73 M	G 9	38 36	25 09	184	+ 206
73 M	G 10	23 32	06 43	345	+ 113
73 M	G 11	24 05	22 07	191	+ 266
73 M	G 12	38 08	32 51	207	+ 180
73 M	G 13	21 16	50 52	105	+ 112
73 M	G 14	48 32	23 56	257	+ 475
73 M	G 15	47 31	16 19	319	+ 428
73 M	G 16	38 34	41 20	127	+ 44
73 M	G 17	28 46	50 31	122	+ 140
73 M	G 18	31 52	43 32	108	+ 176
73 M	G 19	49 25	41 41	139	+ 660
73 M	G 20	54 [illegible]	31 26	260	+ 382
73 M	G 21	51 53	30 34	159	+ 505
73 M	G 22	31 47	27 35	173	+ 166
73 M	Raniganj S B M	36 16	07 06	[illegible]	0
73 M	Raniganj (Magnetic Field Station)	35 30	07 30	300	+ 24
73 M	Rajband B M	28 22	24 37	218	+ 170
73 M	Pānagar B M	27 49	27 24	238	+ 168
73 M	Bud Bud B M	23 56	33 18	177	+ 266
73 M	Kulgaria B M	18 11	45 16	119	+ 172
73 M	Burdwan S.B M	14 18	52 17	93	+ 13
73 M	Sainthia S B M	56 40	40 55	175	+ 360
73 M	Mohanpur B M	34 07	14 22	260	+ 42
73 M	Dubrajpur (Auxiliary Point)	47 14	22 30		+ 415
73 M	Mejia (Auxiliary Point)	34 04	06 57		+ 74
73 M	Purandarpur (Auxiliary Point)	51 10	35 22		+ 372
73 M	G 24	46 00	03 22		+ 379
73 M	G 25	23 47 31	87 10 38		+ 363

* With respect to Rāniganj

36. Gravity inside the earth.—The vertical gradient of gravity plays a very important role in Geodesy, but its determination hitherto by means of sensitive balances has been most difficult and not very precise. The modern gravimeters are ideal for the purpose both as regards speed and accuracy and the following proposal was accepted at the Eighth General Meeting of the International Union of Geodesy and Geophysics in Oslo, 1948. "The Association of Geodesy calls attention to the known variability of the vertical gradient of gravity and expresses the hope that it may be studied with the aid of recently developed sensitive gravimeters". In Chapter VII are described the magnetic observations that were undertaken in the Kolar Gold-fields, Mysore, to provide an experimental test of the theories about the magnetic field of the earth. This opportunity was utilized to combine gravimeter observations with the magnetic ones at various levels in the Nundydroog Gold Mines to get an idea of the variation of gravity with depth. The results are as follows :—

Depth below surface	Δg	$\delta g/\delta z$
feet	*mgals*	*mgals per foot*
872	16·2	0·01858
1750	34·6	0·01977
2768	56·3	0·02034
4199	85·6	0·02039

The data for heights underground was supplied by the Chief Surveyor, Nundydroog mine and is quite reliable. In 1907–08, observations had been taken with the pendulum apparatus at the surface and at a depth of 2,628 feet in Edgar Shaft and the following result was obtained :—

Depth below surface	Change in gravity	$\delta g/\delta z$
feet	*mgals*	*mgals per foot*
2628	57·0	0·02131

This agrees more or less with the present findings. The vertical gradient in this area ranges from 0·0185 to 0·0204 mgals per foot. For comparison, it may be noted that the Free-Air gradient is 0·1 mgals per foot and Bouguer gradient is 0·06 mgals per foot on the assumption of ρ (density) = 2·67.

If the earth be considered as a sphere composed of shells of uniform density, gravity at a depth z is $g_z = g_0 \; (1 + z/r)$, where g_0 is gravity at the surface

$$\frac{\delta g}{\delta z} = \frac{g_0}{r} = \frac{978}{3960 \times 5280} = 0{\cdot}0465 \text{ mgals per foot.}$$

This is about double of what is actually found, but it is of only theoretical interest as it is well known that the earth is not constituted in this way.

TABLE 5.—*Gravity values—Pendulum and Frost Gravimeter*

Serial No.	No. of pendulum station	Sheet No.	Name of Station	Height	Latitude	Longitude	Years of observation	Pendulum value	Gravimeter value	Pendulum *minus* Gravimeter (Factor 0·0809)	Pendulum *minus* Gravimeter (Factor 0·0817)	REMARKS
				feet	° ′ ″	° ′ ″		gals	gals	mgals	mgals	
I												
1	1	53 J	Dehra Dūn ..	2239	30 19 29	78 03 22	..	979·063	..	..	..	Base station.
2	39	53 J	Rājpur ..	3321	30 24 02	78 05 07	1929, 1947	979·002	979·0036	− 1·6	− 1·0	Probable position of pendulum station.
3	4	53 J	Dunseverick (Mussoorie) ..	7129	30 27 28	78 03 33	1904, 1948	978·776	978·7791	− 3·1	− 0·3	Exact position.
4	5	53 J	Camel's back (Mussoorie) ..	6921	30 27 35	78 04 32	1904, 1948	978·793	978·7945	− 1·5	+ 1·2	Pendulum station does not exist. Observations at approximate position.
5	184	53 F	Chakrāta ..	6933	30 41 58	77 52 10	1929, 1947	978·819	978·8257	− 6·7	− 4·4	Approximate position.
6	30	53 G	Roorkee ..	867	29 52 20	77 53 59	1906, 1947	979·129	979·1283	+ 0·7	+ 0·1	Exact position.
7	31	53 G	Nojli ..	879	29 53 28	77 40 25	1906, 1947	979·143	979·1412	+ 1·8	+ 1·0	Exact position.
8	37	53 F	Fatehpur ..	1434*	30 25 53	77 43 37	1907, 1947	979·147	979·1449	+ 2·1	+ 1·3	Exact position.
9	38	53 F	Kālsi ..	1684	30 31 08	77 50 26	1907, 1947	979·131	979·1290	+ 2·0	+ 1·3	Exact position.
10	35	53 F	Mohan ..	1660	30 10 53	77 54 37	1907, 1947	979·109	979·1082	+ 0·8	+ 0·4	Exact position.
11	29	53 K	Hardwār ..	949	29 56 29	78 09 19	1906, 1947	979·122	979·1229	− 0·9	− 1·5	Exact position.
12	227	53 B	Ambāla ..	888	30 20 13	76 50 00	1931, 1948	979·200	979·2001	− 0·1	− 1·4	Approximate position.
13	17	53 B	Kālka ..	2202	30 50 08	76 56 22	1905, 1948	979·147	979·1454	+ 1·6	+ 0·8	Exact position.
14	16	53 E	Simla ..	7043	31 06 19	77 09 50	1905, 1948	978·840	978·8432	− 3·2	− 1·0	Exact position.
15	33	53 G	Meerut ..	734	29 00 26	77 41 40	1907, 1949	979·151	979·1508	+ 0·2	− 0·7	Exact position.
16	376	53 H	Delhi ..	715	28 41 21	77 12 53	1935–36, 1949	979·146	979·1456	+ 0·4	− 0·4	Exact position.

…ight. Others are spirit-levelled heights.

TABLE 5 —*Gravity values—Pendulum and Frost Gravimeter*—(concld)

Serial No	No of pendulum station	Sheet No	Name of Station	Height	Latitude	Longitude	Years of observation	Pendulum value	Gravimeter value	Pendulum *minus* Gravimeter (Factor 0 0809)	Pendulum *minus* Gravimeter (Factor 0 0817)	REMARKS
				feet	° ′ ″	° ′ ″		*gals*	*gals*	*mgals*	*mgals*	
II												
17	40	57 G	Bangalore	3118	13 00 41	77 35 01	1908 1948	978 026				In terms of Bangalore (978 026) as datum
18	42	57 L	Edgar Shaft surface (Mysore)	2945*	12 55 47	78 15 41	1908, 1948	978 076	978 0706	+ 5 4	+ 5 0	Approximate position
III												
19	67	55 F	Seoni	2032	22 05 29	77 29	1910 1948	978 622				Base station
20	66	64 C	Amgaon	1032	21 21 31	80 28	1910, 1948	978 614	978 6134	+ 0 6	+ 0 7	Exact position
21	237	55 O	Nagpur	1019	21 09 18	79 03 42	1931, 1948	978 611	978 6147	− 3 7	− 3 6	Approximate position
IV												
22	257	73 I	Dhanbad	761	23 48 08	86 25 40	1932, 1947	978 815				Base station
23	256	73 M	Sūri	264	23 54 42	87 31 36	1932 1947	978 896	978 8944	+ 1 6	+ 0 8	Exact position

* Approximate height Others are spirit-levelled heights

TABLE 5.—*Gravity values—Pendulum and Frost Gravimeter*

Serial No.	No. of pendulum station	Sheet No.	Name of Station	Height	Latitude	Longitude	Years of observation	Pendulum value	Gravimeter value	Pendulum *minus* Gravimeter (Factor 0·0809)	Pendulum *minus* Gravimeter (Factor 0·0817)	REMARKS
I				*feet*	° ′ ″	° ′ ″		*gals*	*gals*	*mgals*	*mgals*	
1	1	53 J	Dehra Dūn ..	2239	30 19 29	78 03 22	..	979·063	..	..	..	Base station.
2	39	53 J	Rājpur ..	3321	30 24 02	78 05 07	1929, 1947	979·002	979·0036	— 1·6	— 1·0	Probable position of pendulum station.
3	4	53 J	Dunseverick (Mussoorie) ..	7129	30 27 28	78 03 33	1904, 1948	978·776	978·7791	— 3·1	— 0·3	Exact position.
4	5	53 J	Camel's back (Mussoorie) ..	6921	30 27 35	78 04 32	1904, 1948	978·793	978·7945	— 1·5	+ 1·2	Pendulum station does not exist. Observations at approximate position.
5	184	53 F	Chakrāta ..	6933	30 41 58	77 52 10	1929, 1947	978·819	978·8257	— 6·7	— 4·4	Approximate position.
6	30	53 G	Roorkee ..	867	29 52 20	77 53 59	1906, 1947	979·129	979·1283	+ 0·7	+ 0·1	Exact position.
7	31	53 G	Nojli ..	879	29 53 28	77 40 25	1906, 1947	979·143	979·1412	+ 1·8	+ 1·0	Exact position.
8	37	53 F	Fatehpur ..	1434*	30 25 53	77 43 37	1907, 1947	979·147	979·1449	+ 2·1	+ 1·3	Exact position.
9	38	53 F	Kālsi ..	1684	30 31 08	77 50 26	1907, 1947	979·131	979·1290	+ 2·0	+ 1·3	Exact position.
10	35	53 F	Mohan ..	1660	30 10 53	77 54 37	1907, 1947	979·109	979·1082	+ 0·8	+ 0·4	Exact position.
11	29	53 K	Hardwār ..	949	29 56 29	78 09 19	1906, 1947	979·122	979·1229	— 0·9	— 1·5	Exact position.
12	227	53 B	Ambāla ..	888	30 20 13	76 50 00	1931, 1948	979·200	979·2001	— 0·1	— 1·4	Approximate position.
13	17	53 B	Kālka ..	2202	30 50 08	76 56 22	1905, 1948	979·147	979·1454	+ 1·6	+ 0·8	Exact position.
14	16	53 E	Simla ..	7043	31 06 19	77 09 50	1905, 1948	978·840	978·8432	— 3·2	— 1·0	Exact position.
15	33	53 G	Meerut ..	734	29 00 26	77 41 40	1907, 1949	979·151	979·1508	+ 0·2	— 0·7	Exact position.
16	376	53 H	Delhi ..	715	28 41 21	77 12 53	1935–36, 1949	979·146	979·1456	+ 0·4	— 0·4	Exact position.

* [illegible] height. Others are spirit-levelled heights.

TABLE 5.—*Gravity values—Pendulum and Frost Gravimeter*—(concld.)

Serial No.	[illegible]	Sheet No.	Name of Station	Height	Latitude	Longitude	Years of observation	Pendulum value	Gravimeter value	Pendulum minus Gravimeter (Factor 0·0809)	Pendulum minus Gravimeter (Factor 0·0817)	REMARKS
				feet	° ′ ″	° ′ ″		gals	gals.	mgals	mgals	
[illegible]	40	[illegible]	Bangalore	[illegible]	[illegible]	[illegible]	1908, 1948	978 020				In terms of Bangalore (978 020) as datum.
[illegible]	42	[illegible]	[illegible] Shaft surface (Mysore)	2911*	12 55 47	78 15 41	1908, 1948	978 070	978 0700	+ 5 4	+ 5 0	Approximate position
[illegible]												
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Base station. Exact position Approximate position.
[illegible]												
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Base station. Exact position.

Below are the details of the values of gravity at Dehra Dūn obtained at various times.

	cm/sec^2
1904 Lenox Conyngham from Kew (Potsdam Pendulums)	979·063
1905 Hecker from Potsdam via Jalpaiguri (Potsdam Pendulums)	979·065
1906 Alessio from Potsdam via Colāba (Potsdam Pendulums)	979·059
1913 Alessio from Genoa (Italian Pendulums) ..	979·079
[illegible] Pendulums) .	979·054
[illegible] ambridge Apparatus) ..	979·072
[illegible] (Potsdam Pendulums)	979·068
[illegible] Pendulums) ..	979·069
[illegible] via Colombo ..	979·075
1932 Lejay from Potsdam via Colombo .. .	979·085
1939 Brown & Glennie from Cambridge (Cambridge Apparatus)	979·056
1948 Woollard & Gulatee from Washington via Delhi (Worden & Frost Gravimeters) ..	979·063

Gravimeters are normally meant for local use and this is the first time that one has been utilized for geodetic purposes. Slight errors in meter calibration factor while not so important for limited areas produce significant errors when the gravity range covered is large. The latest value obtained with the help of the Frost and Worden gravimeters is smaller than what was expected from other considerations. Dr. Woollard is now planning to repeat and extend his observations with two instruments shortly and the value at Dehra Dūn will then be finalized.

The absolute value of gravity at all Indian stations will need a change when the corrected Potsdam value is adopted universally, but the chart of gravity anomalies will remain unaffected.

39 Gravimeter Stations near Dehra Dūn.—Table 7 shows the anomalies at 28 stations reported provisionally in Technical Report, 1947, Part III. These stations were really observed to test the working and the capabilities of the Frost Gravimeter and at the time of writing the Report, the co-ordinates and heights of these stations were not available. This deficiency has now been made up and the gravity anomalies also have been worked out and are included in the table.

No unusual anomalies are indicated.

40 Siamese Gravity Stations.—Gravity data for [illegible] stations in Siam has been obtained from the Royal Survey Department of Siam. Isostatic reductions for these stations have been made in the Computing Office at Dehra Dūn and are given in Table [illegible].

These values have been used to revise and extend the existing charts of gravity anomalies on the Helmert and International spheroids (see Charts XI and XII). A comparison with the older charts will reveal that this additional evidence has [illegible] material change in the picture of the anomalies in this region.

TABLE 6.—*Dr Woollard's Gravimetric Stations in India*

Place	Date	Latitude			Longitude			Height above mean sea level	Value of g by Frost gravimeter	Value of g by Worden gravimeter	Remarks
		°	′	″	°	′	″	*feet*	*cm/sec*²	*cm/sec*²	
Willingdon Air Port, New Delhi	28 Jan 1949	28	35	00	77	12	43	693	979 1359	979 1352	At entrance to terminal building on ground level
Imperial Hotel, New Delhi	29 Jan 1949	28	37	31	77	13	08	695	1363	1364	On ground level in Queensway, New Delhi
Surveyor General's Office, Delhi	28 Jan 1949	28	41	08	77	13	30	701	1456	1459	Old Secretariat, Delhi
Palam Road Junction, New Delhi	29 Jan 1949	28	35	30	77	09	42	799	1317	1320	Junction of station and Gurgaon roads
*Palam Air Port, New Delhi		28	35		77	07		720	979 1321	979 1424	On landing strip just outside field entrance to terminal building
*Dum Dum Air Port, Calcutta		22	38		88	26		14	Not available	978 8062	These stations are not yet connected by Frost Gravimeter
*Gaya Air Port		24	44		84	57		370	,,	8811	
*Allahabād Air Port		25	27		81	44		319	,,	9446	
*Kanpur Air Port		26	24		80	25		410	,,	978 9761	

* Precise elevations and positions of these stations are not known, as they are not connected by spirit levelling and large scale maps for them are not available. The positions and heights are estimated values, and are approximate only.

after the close of the field work. This is not serious in view of the consistency of the measurements obtained from time to time at different places during the season.

The figures obtained for personal equation were as follows :—

Dehra Dūn		Madras		Madras	
	s		s		s
Nov. 2 ..	+ 0·13	Dec. 2 ..	+ 0·19	Jan. 21 ..	+ 0·25
Nov. 7 ..	+ 0·23	Dec. 11 ..	+ 0·10	Jan. 22 ..	+ 0·24
		Bangalore			
		Dec. 8 ..	+ 0·19		
Mean ..	+ 0·18	Mean before the commencement of field work in South India	+ 0·16	Mean at the close of the field work in South India ..	+ 0·24

A correction of +0·17 seconds was applied to the longitude value of Mārwār station, corrections ranging between +0^s·16 and +0^s·24 to other stations of South India, and +0^s·24 to the last station observed in Nepāl.

45. **Geodetic Positions.**—The astrolabe was placed on old station marks or in their immediate vicinity where these could be reached without much difficulty, and the geodetic position of the astrolabe station was deduced by observing an approximate azimuth and measuring its distance with a tape from the known points. The geodetic position of some stations was determined by theodolite resection from existing trigonometrical stations and points utilizing an astronomical azimuth usually obtained from sun observations. In some cases the astrolabe station formed one end of a measured short base and its geodetic position was determined by observing to a known station or point supported by a sun azimuth.

46. **Narrative.**—One detachment consisting of Mr. J. B. Mathur (Surveyor), one recorder and 10 *khalāsis* left for Mārwār on 14th November 1947 by train after completing observations for two nights at Dehra Dūn for the determination of personal equation. The detachment reached Erinpura Road R.S. on 17th November and in addition to the normal astronomical programme, observed astronomical azimuths at two stations, Pāwa and Sumerpur.

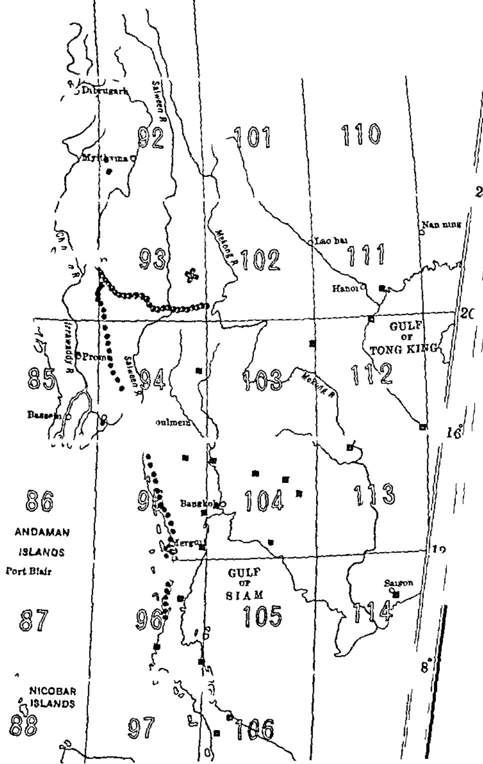
After completion of work at Mārwār the detachment left for South India and arrived in Madras on 2nd December and observed for personal equation for one night at the old Longitude Station.

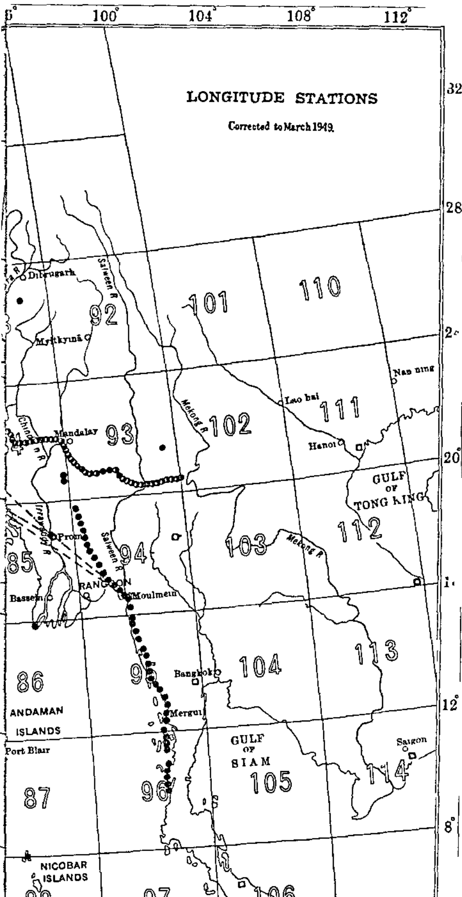
The observer then went to Bangalore to arrange for mechanical transport for his detachment and to compile the trigonometrical data required for position fixing of his stations from the office of the

108°
112°

LATITUDE STATIONS

Corrected to March 1949





LONGITUDE STATIONS
Corrected to March 1949.
100°
104°
108°
112°
32
28
20°
12°
8°
Dibrugarh
Myitkyinā
Mandalay
Prome
Bassein
RANGOON
Moulmein
Bangkok
Mergui
Port Blair
Lao bai
Hanoi
Nan ning
Saigon
Salween R
Mekong R
Irrawaddy R
GULF OF TONG KING
GULF OF SIAM
ANDAMAN ISLANDS
NICOBAR ISLANDS
85
86
87
92
93
94
101
102
103
104
105
110
111
112
113
114

and the entire closing error of the circuit was applied to the weaker sections to obtain geoidal heights at the various stations of observation The addition of two new strong sections has necessitated the redistribution of the closing errors of the circuits, each station now receiving a correction proportional to its distance from the starting station

A comparison of Chart XIII of the last year's Report with Chart XXIII of this Report shows that whereas the general picture of the Geoid in South India has remained the same as before in some areas the contours have shifted upwards by about 5 feet

In Central India the general picture is altered considerably The closed +35 foot contour connecting Jubbulpore and Nāgpur and the small +40 foot local contour within this have disappeard, as also the +30 foot closed contour between Ahmedabād and Mhow

As regards the Compensated Geoid (Chart XXIV) the contours in the South have altered materially in shape but not in magnitude In the centre the +30 foot closed contour to the north of Nagpur has disappeared A prominent feature of the new chart is a wide saddle in the centre of India formed by contours of +20 and +25 feet

The closed—40 foot oval to the north of Benaras has been re placed by a—25 foot contour

Towards the north also the contours above +20 feet have all shifted in the north east direction The displacement of zero contour is by about −8 feet

55 **Future Geoidal Programme** —The geoidal circuit Manga lore-Bangalore-Poona-Mangalore had a large closure error of +56 feet (vide Geodetic Report 1935 Chart VIII) In 1935-36, the two weak E to W sections of this circuit were re-observed and Geodetic Report 1936, page 27 says that as a consequence the error was re duced to +25 feet This was however a mistake, and the correct figure is −3 feet which is very satisfactory

It is now on the programme to carry out a line of latitude observations north of Bombay although the existing closure of the circuit of which this line forms a part appears to be good This line is however, weak and the small closure error can only be attributed to chance

With the completion of the last two seasons' work, the main geoidal framework in India is pretty well braced up except in the north where observation of a section Jalpaiguri-Pota-Meerut along the North East Longitudinal Series is indicated As mentioned in Chapter IV of Technical Report 1947, Part III, some further stations in Burma along Mandalay to Dibrugarh or on Manipur Road are desirable to form a closed circuit and carry out geoid into unexplored regions. These would, however, be impossibly difficult at the moment not only on account of the existing condit ons in Burma but also due to the fact that determination of geodetic positions would be a serious problem Primary stations are few and old topographi cal points are notoriously bad and of doubtful accuracy, being burdened with errors of as much as 200 yards

TABLE 1.—*Laplace stations observed during 1948–49.*

Stations	Astronomical Co-ordinates			Geodetic Co-ordinates			P.V. deflections from azimuth from 1834–42 observations	P.V. deflections from longitude from 1948–49 observations	Correction to geodetic azimuth accepted previously	New correction to geodetic azimuth
	Latitude	Longitude	Azimuth	Latitude	Longitude	Azimuth				
	° ′ ″	° ′ ″	° ′ ″	° ′ ″	° ′ ″	° ′ ″	″	″	″	″
’nsmal H.S.	**24 07 12·92**	**78 59 43·98**	**285 50 42·8** ..	24 07 12·97	78 59 45·27	285 50 40·6		+1·7		+1·4
Rangir S.	**24 00 17·53** 24 00 19·28	**79 25 56·40** ..	**106 01 23·9** 106 01 11·1	24 00 20·37 ..	79 25 59·25 ..	106 01 22·4 ..	−29·6	+0·3	+1·8	+1·4
Amua H.S.	**23 59 56·54** 23 59 57·02	**80 29 13·95** ..	**260 04 21·6** 260 04 21·4	23 59 56·24 ..	80 29 17·26 ..	260 04 20·4 ..	+5·4	−0·1	−1·4	+1·3
Lakanpura H.S.	**24 02 52·06**	**80 47 22·50**	**80 11 44·9**	24 02 49·92	80 47 24·49	80 11 43·1	..	+1·1	..	+1·3
rara H.S.	**24 04 41·32** 24 04 42·20	**81 15 41·70** ..	**269 18 28·6** 269 18 28·7	24 04 42·01 ..	81 15 47·29 ..	269 18 36·7 ..	−13·9	−2·2	−1·8	−7·1

NOTE:—The new 1948–49 astronomical values are given in heavy type, old values are given in ordinary type.

DEFLECTION STATIONS

TABLE 2

Serial No.	Sheet No.	Observed at	Height in feet	International Spheroid Deflections		Calculated Deflections Hayford System		Calculated Deflections Uncompensated Topography	
				Meridian	P.V.	Meridian	P.V.	Meridian	P.V.
				″	″	″	″	″	″
1164	53 F	Dehra Dūn Base, W. End S.	1782		−11·5				
1165	45 G	Sumerpur A.I.D. Pillar	878	− 2·0	+ 2·0				
1166	45 G	Pāwa A.I.D. Pillar	734	+ 3·2	+ 1·8				
1167	66 D	Vandalūr h.s.	563	+ 3·6	− 1·2				
1168	57 P	Chingleput R.S.	121	+ 2·4	− 2·9				
1169	P	Near NE. cabin, Tozhuppadu R.S.	115	+ 3·3	− 1·1				
1170	P	Mailām h.s.	338	+ 5·3	− 0·3				
1171	58 M	Mallipat H.S.	302	+ 3·3	− 1·0				
1172	M	Tiruvendipuram Lat. station	115	+ 3·7	− 1·2				
1173	M	Chidambaram s.	173	− 1·8	− 2·6				
1174	M	Vaithīsvaran-koil	..	− 5·8	+ 1·2				
1175	N	Tiruvālūr s.	145	− 9·0	− 0·2				
1176	N	Patukota Trestle S.	88	+ 1·6	− 1·0				
1177	N	Pallathivayal Trestle S.	150	+ 4·8	− 5·6				
1178	66 C	St. Thomas's Mount Trestle S.	250	+ 4·8	− 3·3				
1179	72 N	Tamarang h.s.	3298	−38·3	−15·1				
1180	65 N	Rāmchandarpur h.s.	541	− 5·1					
1181	N	Pindi H.S.	766	− 2·8					
1182	65 N	Pālkonda ..	176	− 9·1					
1183	65 M	Lowagudi h.s.	1865	− 2·0					
1184	M	Nowerah	1947	− 4·1					
1185	M	Kondaul	2400	− 0·2					
1186	64 P	Undunduli	2327	+ 2·9					
1187	P	Girdah	2118	+ 7·1					

COLUMN 4: *Except at* G.T. and other triangulation stations all heights are approximate and correct to within 10 to 20 feet.

DEFLECTIONS 1947–49

EVEREST S SPHEROID

Latitude	Longitude	Azimuth	Name of station observed for Azimuth	Deflections: Meridian	Deflections: P V	Serial No
° ′ ″	° ′ ″	° ′ ″	″	″	″	
A	A 77 51 24 3	293 40 05 1	Dehra Dun			
G 30 19 43 25	G 77 51 41 38	293 40 07 4	Base E End S		−12 0	1165
A 25 09 33 61	A 73 05 01 32			− 5 0	+ 4 5	1164
G 25 09 38 58	G 73 04 59 53					
A 25 25 03 26	A 73 04 40 51			0 0	+ 4 2	1166
G 25 25 03 24	G 73 04 39 07					
A 12 53 52 25	A 80 05 42 56			+ 5 0	− 3 0	1167
G 12 53 47 28	G 80 05 48 76					
A 12 41 36 37	A 79 58 48 55			+ 3 8	− 4 6	1168
G 12 41 32 6	G 79 58 56 4					
A 12 22 20 44	A 79 47 18 90			+ 4 9	− 2 7	1169
G 12 22 15 5	G 79 47 24 8					
A 12 07 54 49	A 79 36 58 2[illegible]					
G 12 07 47 60	G 79 37 03 16			+ 6 9	− 1 8	1170
A 11 58 05 29	A 79 22 28 20			+ 5 0	− 2 4	1171
G 11 58 00 26	G 79 22 33 84					
A 11 44 43 07	A 79 42 39 80			+ 5 4	− 2 8	1172
G 11 44 37 64	G 79 42 45 80					
A 11 24 00 43	A 79 41 32 60			+ 0 1	− 4 2	1173
G 11 24 00 32	G 79 41 40 03					
A 11 11 41 47	A 79 42 45 45			− 3 8	− 0 5	1174
G 11 11 45 3	G 79 42 49 1					
A 10 46 22 72	A 79 37 55 73			− 6 8	− 1 7	1175
G 10 46 29 50	G 79 38 00 63					
A 10 26 20 94	A 79 17 58 34			+ 3 8	− 2 3	1176
G 10 26 17 09	G 79 18 03 85					
A 10 09 18 43	A 79 00 51 15			+ 7 2	− 6 7	1177
G 10 09 11 23	G 79 01 01 10					
A 13 00 20 93	A 80 11 32 85			+ 6 1	− 5 2	1178
G 13 00 14 79	G 80 11 41 38					
A 26 52 56 80	A 87 11 24 15			− 42*	−21*	1179
G 26 53 30*	G 87 11 51*					
A 18 07 10 27				− 5 4		1180
G 18 07 15 71	G 83 42 16 41					
A 18 19 35 04				− 3 2		1181
G 18 19 38 28	G 83 45 12 18					
A 18 36 29 76				− 9 6		1182
G 18 36 39 35	G 83 46 06 35					
A 19 05 31 74				− 2 7		1183
G 19 05 34 40	G 83 44 31 85					
A 19 17 44 43				− 4 9		1184
G 19 17 49 32	G 83 44 56 95					
A 19 40 46 06				− 1 2		1185
G 19 40 47 26	G 83 40 17 68					
A 20 06 0[illegible] 02				+ 1 9		1186
G 20 06 00 16	G 83 43 12 36					
A 20 21 17 64				+ 6 0		1187
G 20 21 11 60	G 83 43 05 56					

NOTE —*Minus* sign denotes N or E deflection of the plumb line

* Doubtful.

(Continued)

TABLE 2

Serial No.	Sheet No.	Observed at	Height in feet	International Spheroid Deflections		Calculated Deflections Hayford System		Calculated Deflections Uncompensated Topography	
				Meridian	P.V.	Meridian	P.V.	Meridian	P.V.
				"	"	"	"	"	"
1188	64 P	Gantapara	1231	+ 4·6					
1189	P	Majurguda	655	+ 0·7					
1190	O	Singhijuba H.S.	1136	− 1·0					
1191	O	Attabira	554	+ 1·3					
1192	O	Aliapara	995	− 2·1					
1193	O	Ustali H.S.	1694	+ 3·7					
1194	N	Mouwa H.S.	1935	− 1·2					
1195	N	Burha No. 1	1834	− 1·4					
1196	N	Kosanga H.S.	3194	− 2·8					
1197	M	Bhanwar	3374	− 3·9					
1198	M	Pataghārsa ..	3800	+ 7·0					
1199	M	Chiwari	1997	+12·4					
1200	M	Sewādhi H.S.	1954	+10·1					
1201	54 L	Tinsmāl H.S.	2141	+ 2·7	+ 2·9				
257	P	Rangir S.	1186	− 0·2	+ 1·7				
378	64 A	Amūa H.S.	2120	+ 2·9	+ 1·9				
1202	63 D	Lakanpura H.S.	1780	+ 4·8	+ 3·3				
357	63 H	Karāra H.S.	1966	+ 2·0	+ 0·3				
1203	H	Marwās H.S.	1776	+ 0·8	+ 1·3				
1204	83 E	Jorum h.s.	6422	− 9	+21				
1205	E	Pad Puttu h.s.	7103	−17	+10				
1206	83 I	North Lakhimpur s.	328	−28	+10				

COLUMN 4: Except at G.T. and other triangulation stations all heights are approximate and correct to within 10 to 20 feet.

DEFLECTIONS 1948-49

EVEREST'S SPHEROID						Serial No.
Latitude	Longitude	Azimuth	Name of station observed for Azimuth	Deflections		
				Meridian	P V	
° ′ ″	° ′ ″	° ″		″	″	
A 20 32 54 44 G 20 32 51 02	G 83 42 07 50			+ 3 4		1188
A 20 52 32 97 G 20 52 33 59	G 83 46 10 11			− 0 6		1189
A 21 03 30 23 G 21 03 32 61	G 83 45 09 57			− 2 4		1190
A 21 21 37 01 G 21 21 37 23	G 83 47 14 29			− 0 2		1191
A 21 44 35 14 G 21 44 38 07	G 83 46 29 06			− 3 8		1192
A 21 59 33 70 G 21 59 31 85	G 83 42 48 70			+ 1 9		1193
A 22 14 43 40 G 22 14 46 51	G 83 42 25 27			− 3 1		1194
A 22 28 49 23 G 22 28 52 61	G 83 46 08 44			− 3 4		1195
A 22 46 51 18 G 22 46 56 22	G 83 46 57 46			− 5 0		1196
A 23 05 10 93 G 23 05 17 02	G 83 45 59 15			− 6 1		1197
A 23 24 43 89 G 23 24 39 23	G 83 46 26 69			+ 4 7		1198
A 23 36 20 33 G 23 36 10 36	G 83 47 51 32			+10 0		1199
A 23 58 31 67 G 23 58 24 17	G 83 45 12 84			+ 7 5		1200
A 24 07 12 92 G 24 07 12 97	A 78 59 43 98 G 78 59 45 27	A 285 50 43 4 G 285 50 42 6	Rangir S	− 0 1	+ 1 7	1201
A 21 00 17 53 G 21 00 20 37	A 79 25 56 40 G 79 25 59 25	A 106 01 23 2 G 106 01 23 1	Tinsmal H S	− 2 8	+ 0 3	257
A 23 59 56 54 G 23 59 56 21	A 80 29 13 95 G 80 29 17 26	A 260 04 21 7 G 260 04 21 8	Lakhanpura H S	+ 0 3	− 0 1	378
A 24 02 52 06 G 24 02 49 92	A 80 47 22 50 G 80 47 24 49	A 80 11 44 8 G 80 11 44 3	Amda H S	+ 2 1	+ 1 1	1202
A 24 04 41 32 G 24 04 42 01	A 81 15 41 70 G 81 15 47 29	A 269 18 23 6 G 269 18 29 0	Marwar H S	− 0 7	− 2 2	357
A 24 04 57 40 G 24 04 59 33	A 81 46 30 45 G 81 46 35 28	A 89 31 09 9 G 89 31 10 6	Karāra H S	− 1 9	− 1 5	1203
A 27 30 48 G 27 31 00	A 93 48 32 G 93 48 23	A 131 06 28 G 131 06 23	Point 25	−12	+11	1204
A 27 33 41 G 27 34 01	A 93 42 50 G 93 42 53	A 272 01 55 G 272 01 55	Duta h s	−20	0	1205
A 27 13 50 G 27 14 21	A 94 06 31 G 94 06 34	A 137 24 33 G 137 24 33	North Lakhimpur Satellite s	−31	0	1206

NOTE:—*Minus* sign denotes N or E deflection of the plumb-line

Chapter V

TIDES

BY B. L. GULATEE, M.A. (CANTAB.)

56. Tidal Observations.—(*a*) *By port authorities*.—Registrations with automatic gauges were continued by the port authorities at Aden, Karāchi*, Bombay (Apollo Bandar), Vizagapatam and Calcutta (Kidderpore). The Kent's Pneumatic gauge at Dublat (Saugor) which had to be shut down in September 1943 due to erosion of the foreshore had been re-installed by the Calcutta Port Commissioners in March 1944 and has since been working continuously. Three more self-registering gauges of the Kent's Pneumatic type had been established by the Calcutta Port Commissioners during the recent years along the Hooghly, one being at Gangra (established in April 1940 but destroyed by cyclone in October 1942 and re-installed in December 1942), another at Balari (established in August 1940) and the third at Diamond Harbour (established in January 1947), and have all been in operation during the period under report. Daylight observations of high and low waters on tide-poles were also continued at Bhāvnagar and Chittagong*.

The tidal observatory at Bombay was inspected by the Surveyor of the Port Trust in May 1948 and again by the Chief Engineer in December 1948. The Observatory at Calcutta was inspected by the River Surveyor of the Calcutta Port Commissioners in May 1948. No inspection reports were received from any of the other observatories.

Only a few breaks occurred in the above tidal registrations. The following table gives details of these breaks :—

Port	Dates of breaks	Remarks
Aden ..	9–10 Sept. 1948	Due to some unknown obstruction.
	6–8 Feb. 1949	Do.
Karāchi* ..	23–24 Jan. 1948	Causes not known.
	8–12 Feb. 1948	
	22–24 Feb. 1948	
Bombay ..	28 Nov.–2 Dec. 1947	Due to accidental interference by dock workers.
	8–10 Mar. 1948	Due to breakage of lead substitutes.
	10–14 May 1948	Due to inspection of gauge.
	27–30 Nov. 1948	Due to breakage of the silver chain.
Vizagapatam ..	23–24 May 1948	Due to pen not touching the diagram paper.
	22–31 Dec. 1948	Due to overhauling of the gauge.

* Observatory Reports from Karāchi and Chittagong have not been received since March 1948 but it is presumed observations have been in progress.

But for these minor interruptions, all the gauges were working satisfactorily

(*b*) *By touring tidal detachment of the Survey of India*—A programme of 29 days' systematic observations was carried out by a touring tidal detachment, newly formed in the Department, at a number of ports along the west coast of India during the field seasons 1947–48 and 1948–49 The need for starting such a regular short period observation programme had long been felt for two main reasons (i) our predictions for Standard Ports rest, in most cases, on observations taken about 60 years ago, and no recent "actuals" have been available to check whether the predictions continue to conform reasonably to the "actuals" or whether local changes in the sea bed and configuration of the land in the harbour have since taken place affecting the tidal occurrences to any appreciable extent, and (ii) in the case of most Secondary Ports, only inferred harmonic constants are given in the Admiralty Tide Tables, and no modern systematic observations have been available to provide reliable harmonic data for the use of the mariners Observations were carried out at Cochin, Beypore and Bassein (Bombay Presidency) during the season 1947–48 and at Port Okha, Mandvi (Kutch), Porbandar and Bhavnagar during 1948–49 The observations at each port consisted of tide pole readings at intervals of every half hour during both day and night, and also at times of high and low waters, for 29 consecutive days

At the Standard Ports Cochin, Beypore, Okha, Porbandar and Bhāvnagar the tide pole was installed practically at (or very close to) the old tide gauge sites, so that the results of the present observations and analysis could be compared with the previous values At the Secondary Ports Bassein and Mandvi, sites were chosen at the best available spots, in consultation with the respective port authorities

The zero of the tide pole was, in every case, tied on to atleast two permanent bench marks on the shore by levelling, and a watch was kept on this zero throughout the observations, by frequent levelling on to the reference bench marks, to ensure that the tide pole remained firm and undisturbed The half hourly tide readings on the staff were recorded to 0 1 ft, while the readings near about the times of high or low water (which were recorded at every 5 minutes commencing from about a quarter of an hour before the expected high or low water to about a quarter of an hour after) were estimated and recorded to 0 01 ft

The detachment comprised an officer in charge (Mr. M.K. Bose), four Record keepers (or tide watchers) and five class IV servants For the season 1947–48, the party left Dehra Dūn for the field on 3rd December 1947 and after carrying out the observations at Cochin, Beypore and Bassein, returned to the Headquarters on [illegible]th April 1948 For the season 1948–49, the party left the Headquarters on 13th October 1948 and returned on 24th March 1949 after complet

ing observations at four ports. The health of the detachment during both the seasons remained satisfactory.

57. Harmonic Analysis.—The observations of 1947–48 were harmonically analysed by the Admiralty Method of Harmonic Analysis, during the recess. The results of this analysis, together with the comparative values of the constants which have hitherto been (and still are) in use for our annual predictions, are given in Table 1(*a*).

It will be seen from the table that the old constants* for Cochin and Beypore have not undergone any appreciable change during the last 60 years or so. Predictions obtained from the old and new constants are practically the same and show no significant variance. The conclusion is that our present predictions for these ports have not appreciably deteriorated in quality and that the old harmonic constants need no change at present.

The predictions in the case of Cochin, however, have been found to differ from the observed "actuals" consistently by about 4 inches in the same direction. Table 1(*b*) shows a statement of these differences. Whether this consistent difference is due to any coastal subsidence, or to a sinkage of the reference bench-marks or to some other cause is under investigation. Certain data of recent tidal observations carried out by the Cochin port authorities for their harbour development schemes have been obtained in this connection and are being studied.

For Bassein, the "inferred" harmonic constants given in the Admiralty Tide-Tables Part II can now be replaced by the more reliable constants now derived, so that reasonably accurate predictions may hereafter be possible for purposes of navigation.

The field observations of 1948–49 have not yet been analysed. Their results will be published in the next Technical Report.

58. Tide-Tables.—The annual "Tide Tables of the Indian Ocean" and the three separate pamphlets for Bombay, the Hooghly River and the Rangoon River for the year 1949 were prepared and published during July–Sept. 1948.

Advance predictions for the years 1949 and 1950 for a number of ports were sent, in December 1947 and December 1948 respectively, to the Hydrographic Departments in England and the United States and to the Royal Indian Navy, as usual.

At the request of the R.I.N., special tidal predictions for Rozi (in the gulf of Kutch) for the year 1948 were prepared and supplied, both in tables and charts form, on payment.

The total realization from the sale of tide-tables (exclusive of agents' commission) and from the supply of paid-for data during the period under report was Rs. 10,658-15-0.

59. Mean Sea-Level.—At the request of the International Hydrographic Bureau, values of the monthly and annual Mean Sea-

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* *Only the nine major constants that are obtainable by the Admiralty Method of Harmonic Analysis, have here been considered.*

Level at Aden, Karāchi, Bhāvnagar, Bombay, Vizagapatam, Saugor, Kidderpore, Chittagong Akyab and Rangoon for the years 1939–47 were computed and supplied The values, however, could only be derived from the high and low water observations, and not rigorously from hourly heights The annual M S L values are given in Table 2

Monthly and annual values of the Mean Sea Level at Dublat (& Saugor) for the years 1881–86 and 1937–43 were also supplied to the Port Commissioners, Calcutta, at their request

60 Corrections to Predictions —Empirical corrections based on the 'actuals" of recent years have, as before, been applied to the predictions for Karachi, Navlakhi Bhāvnagar, Bombay (A B), Vizagapatam, Chandbali, Dublat Kidderpore and Rangoon for the years 1949–51 In the case of Navlakhi, Chāndbali, Chittagong and Rangoon *the same corrections as were applied for the 1948 predictions* (see Technical Report 1947, Part III) were used, while for the remaining ports the values were revised These revised values are given in Tables 3 to 8

61 Accuracy of Predictions —Table 9 gives the greatest errors in the predicted heights of low water during 1947 and 1948 at the ports at which "actuals" were observed

The detailed results of the comparison between the predicted and observed tides during 1939–48 have been worked out but are not reproduced here for want of space It may be mentioned that the average (P—A) discrepancies have remained insignificant, except in the case of Chittagong Karachi and Bhāvnagar where some large discrepancies appear to have crept in during the war Observed data at Chittagong and Karachi have not been available since March 1948 The probable cause of the large discrepancies at these ports has been given in the previous Technical Report The effect of the bar at Bhavnagar has been dealt with in the form of empirical corrections to predictions and the (P—A) discrepancies are now reasonably small

62 Prediction Methods —*With the object of improving the* [illegible]

dominant shallow water constituents which have been ignored in the primary predictions as obtained from the tide machine These constituents are set on the machine to obtain correction curves for high water times, high water heights, low water times and low water heights to supplement the primary predictions Rangoon has been taken as a start, and the (P—A) discrepancies for the year 1941 are now in the process of analysis and study

Similarly special methods involving consideration of shallow water components will have to be applied to Saugor, Diamond Harbour, Kidderpore and other riverain ports of the Indian Ocean.

TABLE 1(*b*).—*Comparison of the predicted and actual heights at Cochin during Dec. 1947–Jan. 1948.*

Date	High Water			Low Water		
	Predicted Height	Actual Height	Error Pred.—Act.	Predicted Height	Actual Height	Error Pred.—Act.
	ft.	*ft.*	*ft.*	*ft.*	*ft.*	*ft.*
16 Dec. 1947	3·7	4·0	– 0·3	2·1	2·1	0·0
	2·6	2·8	– 0·2	0·7	1·1	– 0·4
17 ,,	3·6	3·8	– 0·2	2·0	2·3	– 0·3
	2·5	3·0	– 0·5	0·9	1·4	– 0·5
18 ,,	3·6	3·9	– 0·3	2·0	2·4	– 0·4
	2·4	2·9	– 0·5	1·1	1·6	– 0·5
19 ,,	3·5	3·8	– 0·3	1·9	2·3	– 0·4
	2·4	2·9	– 0·5	1·3	1·8	– 0·5
20 ,,	3·4	3·7	– 0·3	1·7	2·2	– 0·5
	2·4	2·8	– 0·4	1·7	2·0	– 0·3
21 ,,	3·3	3·7	– 0·4	1·6	2·0	– 0·4
	2·4	2·8	– 0·4	2·0	2·4	– 0·4
22 ,,	3·1	3·6	– 0·5	..	..	..
	2·6	3·1	– 0·5	1·4	1·8	– 0·4
23 ,,	3·0	3·6	– 0·6	2·3	2·7	– 0·4
	2·9	3·3	– 0·4	1·1	1·6	– 0·5
24 ,,	2·9	3·3	– 0·4	2·6	3·0	– 0·4
	3·2	3·4	– 0·2	0·9	1·3	– 0·4
25 ,,	2·9	3·2	– 0·3	2·6	2·9	– 0·3
	..	..	..	0·6	1·0	– 0·4
26 ,,	3·5	3·8	– 0·3	2·6	3·0	– 0·4
	2·9	3·2	– 0·3	0·4	0·8	– 0·4
27 ,,	3·7	3·9	– 0·2	2·5	2·7	– 0·2
	2·9	3·3	– 0·4	0·2	0·6	– 0·4
28 ,,	3·9	4·0	– 0·1	2·4	2·6	– 0·2
	2·9	3·3	– 0·4	0·1	0·6	– 0·5
29 ,,	4·0	4·3	– 0·3	2·3	2·6	– 0·3
	2·9	3·3	– 0·4	0·1	0·5	– 0·4
30 ,,	4·0	4·2	– 0·2	2·1	2·2	– 0·1
	2·9	3·3	– 0·4	0·3	0·7	– 0·4
31 ,,	3·9	4·2	– 0·3	1·9	2·2	– 0·3
	2·8	3·3	– 0·5	0·6	1·0	– 0·4
1 Jan. 1948	3·8	4·0	– 0·2	1·7	2·0	– 0·3
	2·8	3·2	– 0·4	1·0	1·3	– 0·3
2 ,,	3·7	4·0	– 0·3	1·4	1·7	– 0·3
	2·7	3·1	– 0·4	1·4	1·7	– 0·3
3 ,,	3·6	4·0	– 0·4	1·2	1·6	– 0·4
	2·7	3·1	– 0·4	1·8	2·1	– 0·3
4 ,,	3·4	3·9	– 0·5	1·1	1·5	– 0·4
	2·8	3·2	– 0·4	2·3	2·6	– 0·3
5 ,,	3·3	3·7	– 0·4	..	..	..
	2·9	3·3	– 0·4	0·9	1·4	– 0·5
6 ,,	3·1	3·5	– 0·4	2·6	2·8	– 0·2
	3·2	3·6	– 0·4	0·9	1·3	– 0·4
7 ,,	2·9	3·3	– 0·4	2·7	3·0	– 0·3
	3·4	3·7	– 0·3	0·8	1·1	– 0·3
8 ,,	2·8	3·1	– 0·3	2·6	2·8	– 0·2
	..	..	..	0·8	1·0	– 0·2
9 ,,	3·6	3·6	0·0	2·5	2·5	0·0
	2·6	2·8	– 0·2	0·7	1·0	– 0·3
10 ,,	3·7	3·8	– 0·1	2·4	2·5	– 0·1
	2·6	2·9	– 0·3	0·7	1·0	– 0·3
11 ,,	3·7	3·9	– 0·2	2·3	2·4	– 0·1
	2·5	2·9	– 0·4	0·8	0·9	– 0·1
12 ,,	3·8	3·8	0·0	2·2	2·2	0·0
	2·5	2·8	– 0·3	0·8	1·0	– 0·2
13 ,,	3·7	3·8	– 0·1	2·1	2·3	– 0·2
	2·5	3·1	– 0·6	0·8	1·0	– 0·2
Sum ..	..	..	–18·8	..	..	–17·6
Mean ..	..	..	– 0·3	..	..	– 0·3

TABLE 2.—Values of Annual Mean Sea Level derived from High and Low waters

Year	Aden	Karachi	Bhavnagar*	Bombay (Apollo Bandar)	Vizagapatam	Dublat	Kidderpore	Chittagong*	Akyab*	Rangoon
1939		5 4	10 7	8 4	2 0	0 7	10 0	6 8	4 4	10 4
1940	4 3	5 4	10 [illegible]	8 5	2 5	0 0	10 1	6 8	4 3	10 2
1941	4 5	5 5	10 8	8 4	2 5	0 0	10 4	7 0	4 5	10 2
1942	4 5	5 4	10 0	8 4	2 0	0 0	10 7			
1943	4 4	5 2	10 8	8 5	2 7		10 7			
1944		5 9	10 5	8 5	2 4		10 1	6 4		
1945		5 8	10 9	8 4	2 0		10 9	6 7		
1946	4 4	5 4	10 2	8 5			10 4	6 8		
1947	4 5		10 3	8 4	2 0			7 0		10 2*

* Only daylight heights of high and low waters have been available

TABLE 3.—*Corrections applied to the predicted times and heights at Karāchi for 1949–51.*

<table>
<tr><th>Year</th><th colspan="4">1949*</th><th colspan="4">1950–51†</th></tr>
<tr><th rowspan="2">Month</th><th colspan="2">H.W.</th><th colspan="2">L.W.</th><th colspan="2">H.W.</th><th colspan="2">L.W.</th></tr>
<tr><th>Time
min.</th><th>Height
ft.</th><th>Time
min.</th><th>Height
ft.</th><th>Time
min.</th><th>Height
ft.</th><th>Time
min.</th><th>Height
ft.</th></tr>
<tr><td>January ..</td><td>− 3</td><td>+0·3</td><td>− 4</td><td>0·0</td><td rowspan="12">Nil</td><td rowspan="12">+0·3</td><td rowspan="12">Nil</td><td rowspan="12">Nil</td></tr>
<tr><td>February ..</td><td>− 1</td><td>+0·4</td><td>− 2</td><td>0·0</td></tr>
<tr><td>March ..</td><td>0</td><td>+0·4</td><td>− 6</td><td>0·0</td></tr>
<tr><td>April ..</td><td>0</td><td>+0·2</td><td>− 3</td><td>−0·1</td></tr>
<tr><td>May ..</td><td>+ 2</td><td>+0·2</td><td>− 1</td><td>−0·1</td></tr>
<tr><td>June ..</td><td>+ 2</td><td>+0·1</td><td>− 1</td><td>−0·2</td></tr>
<tr><td>July ..</td><td>+ 2</td><td>+0·2</td><td>0</td><td>0·0</td></tr>
<tr><td>August ..</td><td>0</td><td>+0·5</td><td>− 2</td><td>+0·2</td></tr>
<tr><td>September ..</td><td>0</td><td>+0·4</td><td>− 2</td><td>+0·2</td></tr>
<tr><td>October ..</td><td>+ 1</td><td>+0·3</td><td>0</td><td>0·0</td></tr>
<tr><td>November ..</td><td>+ 4</td><td>+0·4</td><td>+ 2</td><td>0·0</td></tr>
<tr><td>December ..</td><td>+ 2</td><td>+0·3</td><td>+ 1</td><td>0·0</td></tr>
</table>

* Corrections based on (P—A) differences during 1941–45.
† „ „ „ „ „ „ 1942–45 and 1947.

TABLE 4.—*Corrections applied to the predicted times and heights at Bhāvnagar for 1949–51.*

Year	1949*				1950†				1951‡			
	H.W.		L.W.		H.W.		L.W.		H.W.		L.W.	
Month	Time min.	Height ft.	Time min.	Height ft.	Time min.	Height ft.	Time min.	Height ft.	Time min.	Height ft.	Time min.	Height ft.
Jan.	−15	−0·4	−43		−15	[illegible]	[illegible]		−31	[illegible]	[illegible]	
Feb.	−15	−0·4	[illegible]		[illegible]	[illegible]	[illegible]		−31	[illegible]	[illegible]	
March	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		−31	[illegible]	[illegible]	
April	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		−31	[illegible]	[illegible]	
May	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		−31	[illegible]	[illegible]	
June	[illegible]	[illegible]	[illegible]	See Table 4 (a)	[illegible]	[illegible]	[illegible]	See Table 4 (a)	[illegible]	[illegible]	[illegible]	See Table 4 (a)
July	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
Aug.	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
Sept.	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
Oct.	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
Nov.	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	
Dec.	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	

* [illegible]
† [illegible]
‡ [illegible]

TABLE 7.—*Corrections applied to the* [illegible] *at Dublat for 1949–51.*

Year and Month	H.W.		[illegible]	
	Time	[illegible]	[illegible]	[illegible]
	min.	[illegible]	[illegible]	[illegible]
1949–50 January to December	−4	[illegible]	[illegible]	[illegible]
1951 January to December	−4	[illegible]	[illegible]	[illegible]

The corrections have been based on [illegible] during 1938–42.

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TABLE 8.—*Corrections applied to the predicted times and heights at Kidderpore for 1949–51.*

Year	1949*				1950†				1951‡			
	H.W.		L.W.		H.W.		L.W.		H.W.		L.W.	
Month	Time *min.*	Height *ft.*	Time *min.*	Height *ft.*	Time *min.*	Height *ft.*	Time *min.*	Height *ft.*	Time *min.*	Height *ft.*	Time *min.*	Height *ft.*
Jan.	+ 3	+0·3	+ 8	0·0	+ 3	+0·3	+ 8	0·0	+ 6	+0·3	+ 8	−0·1
Feb.	+ 5	+0·2	+ 8	0·0	+ 5	+0·3	+ 9	−0·1	+ 6	+0·4	+10	−0·1
March	+ 4	+0·4	+ 7	0·0	+ 3	+0·4	+ 6	0·0	+ 6	+0·4	+ 6	−0·2
April	+ 3	+0·4	+ 8	0·0	+ 4	+0·3	+ 9	−0·2	+ 3	+0·4	+ 6	−0·2
May	+ 1	+0·5	+ 4	+0·2	0	+0·6	+ 3	0·0	0	+0·7	0	0·0
June	− 1	+0·3	+ 2	−0·2	+ 1	0·0	+ 3	−0·4	+ 2	0·0	+ 2	−0·4
July	+ 4	−0·4	+ 4	−0·8	+ 5	−0·4	+ 1	−0·7	+ 8	−0·5	+ 2	−0·9
Aug.	+10	−0·1	+10	−0·9	+ 9	−0·2	+ 8	−1·1	+10	−0·3	+ 6	−1·2
Sept.	+ 7	+0·1	+ 5	−0·8	+ 7	0·0	+ 5	−1·0	+ 6	+0·1	+ 5	−1·1
Oct.	+ 3	+0·6	+ 4	−0·4	+ 3	+0·5	+ 1	−0·6	+ 3	+0·6	+ 2	−0·6
Nov.	+ 3	+0·4	+ 4	−0·4	+ 6	+0·4	+ 4	−0·5	+ 6	+0·5	+ 4	−0·4
Dec.	+ 3	+0·6	+ 6	0·0	+ 5	+0·6	+ 6	0·0	+ 6	+0·6	+ 6	0·0

* Corrections based on (P—A) differences during 1941–45.
† " " " " " " 1943–47.
‡ " " " " " " 1944–48.

TABLE 9.—*Greatest differences between the predicted and actual heights of Low Water during 1947–48*

Port	Predicted *minus* actual	Date	REMARKS
	feet		
Aden	− 1 0 − 1 2	2 May 1947 2 October 1948	
Karachi	− 0 9 + 0 9 − 0 5 + 0 5	15 Jan 21 Nov 1947 2 May 1947 22 & 28 Jan 1948 2 Jan & 7 Feb 1948	
Bhavnagar	− 3 6 − 2 4	14 Oct 1947 4 Oct 1948	Actuals not received after 1st March 1948 A bar has formed in the channel which obstructs the flow of water to the tide pole, thereby affecting all tides below 0 ft The mean range of the ordinary spring tides at this port is 31 5 ft
Bombay (Apollo Bandar)	− 2 2 − 1 3	16 April 1947 20 Nov 1948	
Vizagapatam	− 1 9 − 0 9	26 Oct 1947 12 Aug 1948	
alcutta (Kidderpore)	+ 2 0 − 2 0 − 2 1	22 June & 1 Aug 1947 24 & 25 Oct 1947 14 Aug 1948	Riverain Port Actuals from 5 Feb to 2 May 1947 not available due to dock strike
tagong	− 4 4 − 0 5	7 Aug 1947 28 Jan 1948	Riverain Port Actuals not received after 1 March 1948
on (Monkey t)	− 4 2 − 1 9 + 1 9	23 Oct 1947 4 April 1948 24 June 22 & 23 July 1948	Riverain Port Tidal registrations are at Monkey Point about 1¼ miles down the river

CHAPTER VI

OBSERVATORIES

BY B. L. GULATEE, M.A. (CANTAB.)

65. **General.**—The principal work of the observatories consisted of :—

(i) Comparison and maintenance of standards of length;
(ii) Seismograph and meteorological observations;
(iii) Maintenance and adjustment of delicate scientific instruments stored in the Geodetic Branch;
(iv) Test, calibration and repair of various Survey Instruments;
(v) Instructions to officers in astronomical observations;
and (vi) Preparation of the annual Survey of India Star Almanac.

The Magnetic Observatory remained out of commission and no programme of field observations at Repeat Stations was carried out. Some special observations for horizontal and vertical force of earth's magnetism were made in the Kolar Gold Field and some other useful material was collected. These are discussed in paras 79 to 82.

66. **Comparison of Primary standard of the Survey of India with European standards.**—The Survey of India possesses the following modern metric standards of one metre length :—

1-metre Nickel.
1-metre Fused Silica.
1-metre Nickel Steel and 1-metre Invar.

Of these, 1-metre Nickel bar which was made by Societè Genevoise d' Instruments de Physique in 1911 is intended to be the fundamental standard and the others as auxiliaries for check and working purposes.

In view of the fact that all material bars, no matter how carefully handled undergo gradual secular variations, it is essential that the working bars should be intercompared frequently and that the standard should be compared against European standards after some years.

The Nickel metre was made by S.I.P. Geneva in 1911 and was standardized at the National Physical Laboratory, Teddington in 1914. Silica metre was constructed and calibrated at N.P.L. in 1925. Both these bars were sent back to N.P.L. in 1930 for re-standardization and it was found that between 1914 and 1930, Nickel metre had shortened by 0·0014 mm. ($= 1/10^6$) and Silica had increased by 0·0005 mm. ($= 1/2 \times 10^6$).

These bars were intercompared in the Indian Comparator in 1934 and 1937 and they seemed to have preserved their relative difference in length In July 1947 the Nickel metre bar was taken to the National Physical Laboratory for restandardization The certificate of length obtained is as follows —

$$L_t = L_0 (1 + 0\ 000\ 012\ 396\, t + 0\ 000\ 000\ 00830\, t^2)$$
$$L_{0\,C} = 1\text{ m} + 0\ 2659\text{ mm}$$

where L_0 is the length at zero degree centigrade and L_t at $t°$ centigrade

As mentioned this bar had been previously standardized in 1931 and it has been found to have decreased in length by 0 0004 mm (= 1/0 4 × 10^6) during the period 1931 to 1947 which is very satisfactory

67 **Meteorological and Seismological Observations** —The usual meteorological observations which are taken at 8 hours and 17 hours daily have been continued throughout the year Values of recorded temperature and pressure were supplied to the local Civil and Military Hospital the Anti Malaria Hospital and other Government agencies Monthly meteorological data were sent to the Director Regional Meteorological Centre New Delhi

The Omori Seismograph was in operation throughout the year and worked satisfactorily

A list of the earthquakes recorded at Dehra Dun have been published in the Geodetic Reports printed before World War II These tables have now been omitted from the new series of Technical Reports started after the war as they are being included in the Seismological Bulletin issued by the India Meteorological Department along with similar data for other observatories in India

68 **The Riefler Clock** —The Riefler electric clock has on the whole functioned satisfactorily throughout the year The Shortt clock has had frequent stoppages The Caustic Soda Cells used to run the Shortt clock are not giving the requisite steady current and hence the stoppages *Action is in hand to renew the plates which* have already been indented for

69 **Wireless sets** —One of the two portable wireless sets R P 11 which had gone out of order was set right and has been issued to the Astronomical Detachment for field work during season 1948–49 These Marconi sets have now become too antiquated and do not give a satisfactory reception of the time signals on the ultra longwave Some attempts have been made to receive short wave rhythmic signals with Hallicrafter SX28 Only GIA signals from Leafield on a frequency of 19 640 Mc/S have been successfully received It appears that none of the 18 00 hours (G M T) signals give a useful signal strength in India Further tests are in progress

The rating of the clocks has been done by hearing the B B C time pips on an ordinary wireless receiver by Phillips

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The [illegible] time pips on an [illegible]

70. Test, Calibration and Repair of Instruments.—During the period under report, 634 instruments of various kinds were tested and calibrated in the Observatory Section. The main calibration has been of 20-metre Invar tapes for field units which were compared against bays 1–6 of the 24-metre comparator. The other instruments calibrated were theodolites, levels, barometers, invar levelling staves for precision work and chronometers.

Some new Tavistock theodolites received from Messrs. Cooke Troughton & Simms were found on testing to have developed a serious defect by the wearing out of the adhesive property of the chemical used by the makers to stick the graduated glass circle to the lower horizontal plate of the theodolite. This resulted in the circle becoming eccentric and the instruments had to be sent to the makers for repairs.

Four hundred and thirty instruments of a replacement value of Rs. 2,80,000 were repaired during the year. The instruments for repairs included 31 glass arc theodolites, 60 vernier theodolites, 7 chronometers, 35 levels, 44 levelling staves, 10 Aneroid barometers, 20 calculating machines, 115 magnetic compasses, 102 drawing instruments and 27 clinometers.

Two invar H.S.B. Tapes were constructed and calibrated for the East-West Bengal Boundary Commission.

71. Calibration of Tapes for Topographical Works.—In the past, four steel tapes of 66-foot length were used with the H.S.B. equipment for the measurement of topographical bases. These tapes used to be standardized on the flat in a mural base, on which foot-marks have been put by a bevelled bar graduated in terms of 10-foot bar I_s. This bar is now obsolete and has not been compared against European standards for over 40 years. Six tapes were measured on the flat on the mural base and were also standardized on the 24-metre comparator in catenary and then reduced to flat. There was a large systematic difference between the results of the two measurements of as much as 0·014 feet. It has accordingly been decided to utilize 20 metres tapes instead 66 feet ones and to calibrate them in the 24-metre comparator. This has the additional advantage that the tapes get standardized while hanging in catenary under the same conditions as in the field.

72. The Telemeter of Precision.—The telemeter is a device which can be fitted to the Wild Universal Theodolite and enables distances between two traverse stations to be measured by a subtense method. It is contained in a cylindrical box and can be screwed on the object end of the theodolite for observing a special invar subtense staff placed at right angles to the line of sight of the theodolite. Two images of the staff are seen in the telemeter and are brought into coincidence. The readings on the scale at the coincidence of the images give the metres of the distance and the readings on the drum the centimetres. The vertical angles can also be read.

in February, 1948. The charts were drawn either on Mercator's projection on scale 1/36,000,000 or on Azimuthal equidistant projection on scale 1/11,000,000. They show the north and east components of horizontal force, vertical force and total force at intervals of 0·01 oersted, the declination at intervals of 1° and the dip at intervals of 2°. The isoporic lines are also given at intervals of 10 gamma for Horizontal and Vertical forces, 20 gamma for total force and 1′ for both declination and dip.

As mentioned in Technical Report 1947, Part III, Chapter VII, para 75, the Survey of India has prepared a magnetic variation chart for the epoch 1946·0 for India. A comparison between this and the corresponding chart by the U.S. Navy is shown in Chart XXV and is of interest. It would appear that the isogonic lines on the two charts are in general agreement except in northern India where differences of as much as 1° exist. These discrepancies may be due to the fact that the U.S. Navy charts are only generalized ones while our chart has been based on further observational data at repeat stations observed during the last war.

The trend of isoporic curves on the other hand is found to be remarkably different in the two charts. This is not entirely unexpected and affords yet another evidence of the fact that deduction of reliable secular variation is difficult and as such requires to be controlled by frequent observations at a sufficient number of Repeat Stations at regular intervals of about five years.

77. **Magnetic Equator.**—Chart XXVI shows the Magnetic Equator as derived from actual dip observations from the property that dip is zero there. It can also be drawn from theoretical considerations by assuming the Earth to be a centred dipole and eccentric dipole respectively. These latter determinations would naturally differ from the one derived from actual observed values of dip.

78. **Magnetic Variation in Subansiri Area (Assam).**—The Subansiri region in Assam falls in the nodal area in which the Isogonal lines are necessarily conjuctural. To obtain reliable values of magnetic declination for topographical sheets 83E and 83I, observations with the Wild Compass Theodolite were made at four stations in 1944–45 by Mr. M. W. Kalappa.

The results are as follows :—

Stations		Latitude	Longitude	Magnetic Variation
		° ′ ″	° ′ ″	° ′
Jorum	h.s.	27 31 00	93 48 23	0 35·3 W.
Pad Pattu	h.s.	27 34 01	93 42 53	0 36·2 W.
Lonkho	h.s.	27 37 37	93 53 05	0 30·3 W.
North Lakhimpur Satellite	s.	27 14 26	94 06 29	0 40·0 W.

Chart XXV

R.S.No. 582 M/NCD'50(G & T C 1"=300 Miles (approx)-375

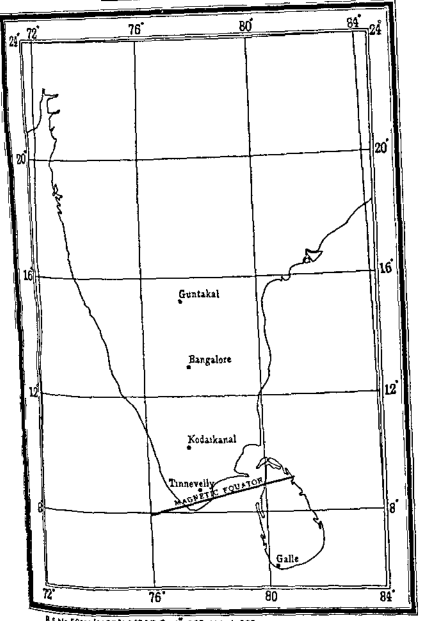
Printed at the Survey of India Offices (P Z. O)

Magnetic Vari
Annual chang
Magnetic Vari
Annual chang Alibag
Magnetic Obs (Colaba)

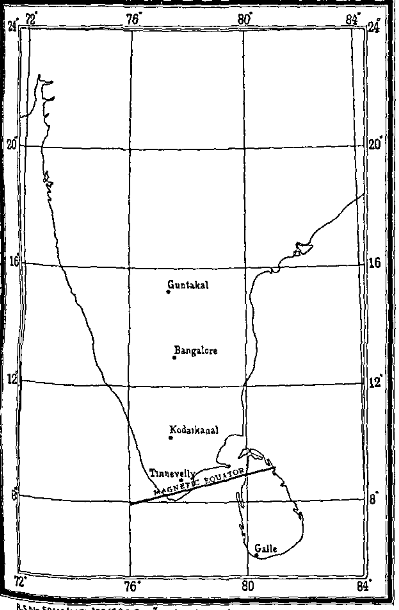
MAGNETIC EQUATOR
IN
INDIA

Scale 1 Inch 250 Miles or $\frac{1}{15,840\,000}$

Chart XXVI



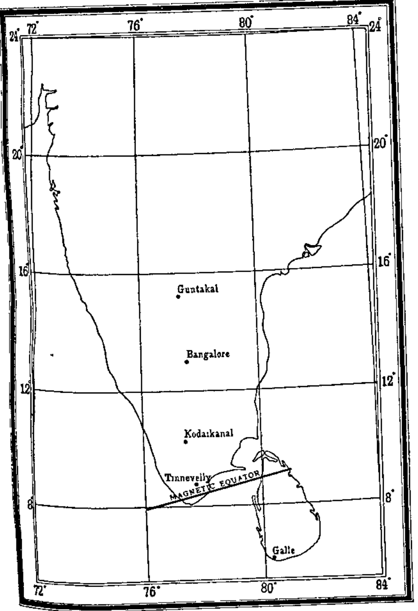
R S.No 584M/NCD'50(G&T C 1" = 250 M les)-375
P nted at the Survey of India Offices (P Z.O)


MAGNETIC EQUATOR
IN
INDIA
Scale 1 Inch = 250 Miles or 1/15,840 000
Miles 100 0 100 200 300 Miles
Chart XXVI
72° 76° 80° 84°
24° 20° 16 12° 8°
Guntakal
Bangalore
Kodaikanal
Tinnevelly
MAGNETIC EQUATOR
Galle
R.S.No.584M/NCD'50(G&T C 1" = 250 Miles) 375

MAGNETIC EQUATOR
IN
INDIA

Scale 1 Inch = 250 Miles or $\frac{1}{15,840,000}$

Chart XXVI



R.S.No.584M/NCD'50(G&T C 1" = 250 Miles)-375
Printed at the Survey of India Offices (P.Z.O)

This data was not available at the time, the magnetic variation chart 1946 was drawn and has been plotted in Chart XXVII

79 **Magnetic Observations in Kolar Gold Field** —In view of modern theories on magnetism, the Core Theory and Blackett s Bulk Theory", the determination of horizontal and vertical magnetic forces at various depths inside the earth has assumed special significance On the hypothesis of earth's magnetic field being due to magnetism present in earth's core only both H and V should increase with depth Blackett s theory however, assumes magnetism to be a universal property of matter in rotation and so according to it the outer layers of the earth will also contribute to the magnetic field of earth It has been shown that on this theory, V will still increase with depth but H should decrease A measurement of the magnetic field in a deep mine at different levels should thus provide a crucial test between the two theories

The Kolar Gold Field provided a very convenient site for the purpose and with the kind co operation of Messrs *John Taylor & Sons* Committee, it was possible to carry out observations up to a depth *of 8679 ft at the Nundydroog mines The final results are tabulated* below —

Date	Depth of station of observation	Vertical Force (Station value—Base value at surface)
	ft	*gamma*
2 12 48	872	− 10
	1750	+ 13
	2708	− 1
	4199	+ 30
3 12 4	[illegible]	+ 92
6-12 48	86 9	+ 1[illegible]

Date	Depth of station of observation	Horizontal Force (Station value—Base value at surface)
	ft	*gamma*
7 1[illegible]-48	872	− 38
3 12-48	[illegible]875	+281
6 12-48	[illegible]679	+[illegible]49

The vertical force observations were taken with the Watts V F
[illegible] compensated

[illegible]

two instruments were 19 4 and 25 5 γ respectively Simultaneous observations were taken with both instruments before and after the close of the observations to check their relative index errors The

closure errors displayed by the field instrument in an interval of about 4 hours after correcting for diurnal variation are 21, 13 and 16 gammas respectively on the three days of observations. These can be regarded as quite satisfactory considering that the instrument had to go through a variation of temperature of as much as 40°F. The closure errors were duly distributed in the observed values.

No H.F. Variometers were available and consequently the horizontal force observations were carried out with two Kew Pattern Magnetometers (Nos. 5 and 10), one at the base and one for field work. These observations were very trying especially at deep levels (where temperatures were very high) as they take much more time than the V.F. observations. The values of moments of the magnets were determined by the usual vibration and deflection observations at the surface. Inside the mine, on account of uncomfortable conditions, only deflection observations were taken to save time. These give m/H, from which H was derived by utilizing the known value of m. The closure errors of the field instrument No. 5 on the three days were 37, 33 and 16 gammas respectively.

The working temperatures were as follows :—

Depth in feet	*Temperature*
0	74° F
872	84° F
1750	81° F
2768	90·5° F
4199	97° F
6875	96° F
8679	113° F

The Magnetometers not being temperature compensated, it was necessary to take account of the variation of the moment of the magnet with temperature. Magnetic moment m_t at $t°$ C. is related to its moment m_0 at 0° C. by $m_t = m_0 \ (1 - \alpha t - \beta t^2)$. The values of the temperature coefficients α, β for the two magnets were determined at Kew in about 1901 and are as follows :—

For magnet No. 5B $\left.\begin{array}{l}\alpha = 394 \cdot 5 \times 10^{-6} \\ \beta = 437 \cdot 5 \times 10^{-9}\end{array}\right\}$ per 1°C.

For magnet No. 10 $\left.\begin{array}{l}\alpha = 394 \times 10^{-6} \\ \beta = 475 \times 10^{-9}\end{array}\right\}$ per 1°C.

An error of 1×10^{-4} in $\alpha + 2\beta t$ (where t is the working temperature) produces an error of about 70 gammas in H and so it is necessary to have a precise knowledge of these temperature coefficients. It was considered that after this considerable lapse of time, the magnets might have changed their temperature coefficients and accordingly they were despatched to the Physical Laboratories of the Manchester University for recalibration. It was found that they had not altered at all, which speaks very highly for the quality of these magnets.

80. **Interpretation.**—The vertical field in the Kolar Gold Field area is about 0·075 gauss. This gives a predicted change of V

between the surface and the station 8,679 feet deep of about 9 gammas which is about a fourteenth of the observed results The Horizontal force also increases with depth

The geology of this area comprises of auriferous quartz veins running parallel to one another in a north-south direction in a belt of hornblende schists Regional metamorphism has converted igneous rocks of Dharwar age into many varieties of Hornblendic Schists in which a little Ilmenite/Magnetite is present Reef quartz is also by no means just pure quartz—it is magnetic and is very irregularly mineralised

In selecting the stations of observations the proximity of the ore was avoided and the instrument was put in cross cuts running in a direction perpendicular to the reef To guard against the presence of local magnetic rocks and other material the instrument was shifted a few feet in either direction and only those stations were finally selected where the reading did not change

Samples of rocks were brought from the various levels and their susceptibilities were determined at Delhi University with the following results —

1 Schist (Depth 1,750 ft)	$K = 16 \times 10^{-6}$	(Weakly para magnetic)
2 Two samples of Schist (Depth 2,768 ft)	$K = 34 \times 10^{-6}$ $K = 30 \times 10^{-6}$	(Strongly para magnetic)
3 Schist (Depth 6,875 ft)	$K = 0\ 4 \times 10^{-6}$	(Very weakly paramagnetic)
4 Champion Reef (Depth 8,679 ft)	$K = 196 \times 10^{-6}$	(Very strongly paramagnetic)
5 Dyke	$K = 1347 \times 10^{-6}$	(Almost ferro-magnetic)

It was considered that the anomalous vertical gradient in V might be due to the high magnetic susceptibility of the schist and Prof Blackett suggested magnetic survey over the surface to confirm it

81 Surface Survey Observations —This survey was done with two vertical force Watts Variometers Nos 19134 and 19135 with scale values of 25 5 and 19 4 gammas respectively The area covered was about 15 square miles covering the entire mining area of the Kolar Gold Fields and points were taken ¼ mile apart on a grid of about 3 miles by 5 miles

A detachment under Mr S Va[illegible]
puter and one *khalas*
back to headquarter[illegible]
1949 [illegible] March

About 250 stations were observed at, their location being established by pacing and the prismatic compass Three base stations were made for the entire area for observations of diurnal

variation—observations at these stations being taken every quarter of an hour. Simultaneous observations were made at the beginning and close of observations each day and the base stations were so chosen that continuity was ensured. All built up installations were avoided and safe minimal distances were kept from such objects as barbed wires, iron gates, rails and so on. Stations were also kept away from outcrops of igneous rocks and boulders.

82. Results.—Chart XXVIII shows the magnetic anomalies in gamma after applying the closure error and diurnal variation correction. At some of the stations, where there were sudden jumps in values, some more observations were taken round the place and these values are also recorded on the chart. It would appear from an examination of the chart that the magnetic fields is not at all smooth and there are large gradients. Although the various samples of schist that were collected displayed a considerable *variation of magnetic susceptibility*, the main disturbances must, however arise from the hornblendic rocks and granitic material. The unexpectedly large vertical gradient down to about 9,000 feet may thus be well due to the area being magnetically disturbed. The conclusion is that the values of V and H in Kolar Gold Field mines are not representative of the variation with depth of the main field of the earth.

Chart XXVIII

MAGNETIC ANOMALIES (VERTICAL FORCE), KOLAR GOLD FIELD, 1947—48

	+123	+159	+80	+77	−06	−90	−20	−31	−49	+62	−03	−04
	+125	+109	+80	+25	−38	+14	−11	−60	+98	+24	−52	−05
−12	+94	+45	+63	−14	−31	×	−97	−74	+18	−41	+134	+654 652
+176	−53 −92	−97	+25	−30 −44	+48	−69	−107	+338	−08	−43	−63	−54
+06	−66	−21	+11	■ 00	−48	−09	−56	−49	−96 −96	+40	+10	+88
−76	−50	−60	−60	−14 +18	×	+123	+168	+423 433	+67	+145	+067	+124
−122	−104	−103	−39	−11	−48	−33	+60	+26	−43	−35	−38	−38
−152	−75 −75	+184	−18	−84 −104	+66	+107	+58	+224	+15 +17	+57	−127 +52	+254
−60	−17 (17)	−105	−87	−70	×	×	×	+16	−58	−52	+38	+15
				● Nandydroog		+81						
−143	−102	−29	+12	−94	−123	−735	×	×	×	−02	+41	+42
−226	−166	−60	−91	−16	−07	+11	−62	−89	−74	+43	−12	−31
−712	−158	−95	−62	−149	×	×	−142	+169 −335	−269	−69 −02 −06	−55	−117
									● Robertsonpet T B			
−177	−83	−30	−08	×	×	+15	+08	−54	−03	+530 −88	−63 −51	+129
−88	−40	−49	−78	×	−25	−68	−77	−144	−30	+103	−95	−125
+185	−64 −32	−46	−83 −69	×	×	−27	−18	−33	+90	+178	−45	+26 −15 −05 +114 −47
						● Champion reef foot ball ground						
−104	−103	−121	−121	−55	−43	−93	−26	+26	+72	+325 +714 +663 +459 +193	−140	+189
+117	−106	−122	−149	−115	−54	−339 −256	−52	−07	+64	−53	−10	−298
+78	−107	−137	−126	−52	−59	−183	−79	−46	−35	+107 +193 +177 +193 +200	+22	−50 +204
−20	−77	−115	−134	−124	−36	−94	−61	−37	−30	+27	+12	+233 +142
−69	−101	−114	−144	−184	−67	−88	−88	−81	−49	−33	−43	−51
−109	−115	−137	−129	−140	−138	−82	−137	−81	−78 −56	−87	−75	−117

Field station with Vertical Force anomaly in gammas in terms of Datum station shown thus— • −167

X Sites not suitable for observations.

● Base stations

■ Datum station.

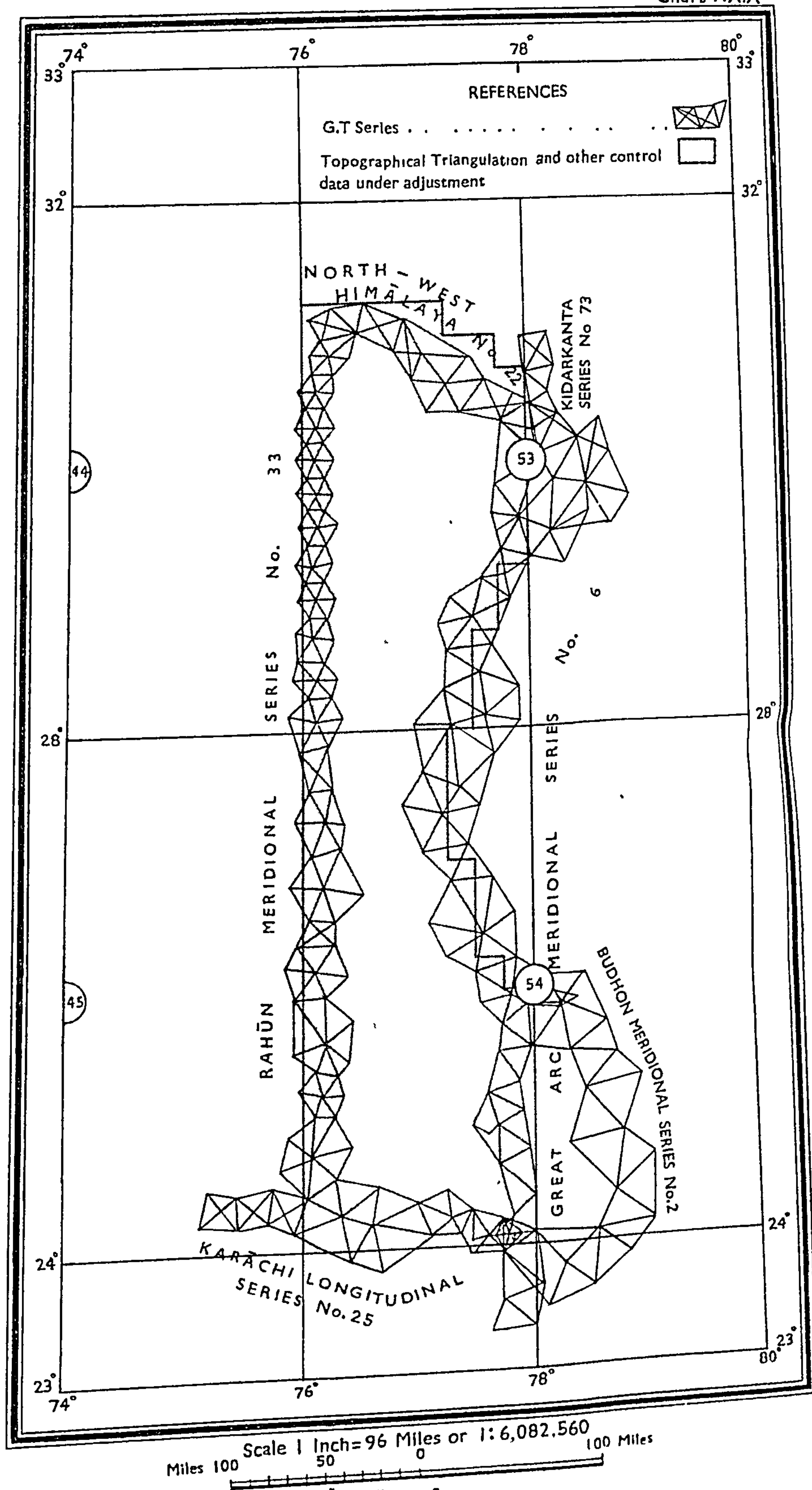
Scale 1 4" = 1 Mile

Furlongs 8 4 0 1 Mile

R.S.No.581 M/NCO'39(G.A.T.C. 1-4" = 1 Mile) —375 Printed

Block of Topographical Triangulations under adjustment (Northern India)

Chart XXIX



Reg No. 596 M/N C D'50 (G. & T. C. 1"=96 Miles)-375.

...of India Offices (P.Z.O).

Chapter VII

COMPUTATIONS AND PUBLICATIONS

BY B L GULATEE M A (CANTAB)

83 General —The main occupation of the Computing Office during the period under report has been the training of new computers the supply of triangulation, traverse and levelling data to departmental and non departmental units, the preparation of a second edition of certain levelling pamphlets, the reprint of some Auxiliary Tables and Professional forms and the maintenance of the progress charts of the various field detachments Some progress [illegible] by the [illegible] World [illegible] (see [illegible] cal Report 1947 Part III, paras 47 and 48) The M E F triangulation is very weak and has mostly been superseded by Paiforce triangulation there are however areas in which the only data is that of this triangulation and it has consequently had to be retained and readjusted

Much work could not however, be done on the systematic adjustment of topographical triangulation all over India and its publication in pamphlets due to shortage of suitably trained personnel

84 Adjustment of Topographical Triangulation in India —The bulk of the topographical triangulation carried out during the last half century to provide control for the 1 inch map of India is lying uncompiled, unadjusted and in an unpublished condition

Most of the old computation volumes have no triangulation charts and the computations are faulty It is estimated that the adjustment and publication of this huge mass of data comprising about 3½ lakhs of points in India alone (excluding Pakistan and Burma) will take 30 computers about 30 years to complete

In spite of the dearth of personnel, a serious start has been made to adjust and compile good quality work with a view to publication in a series of complete data pamphlets arranged by degree sheets Charts XXIX and XXX show the blocks in which work is now in progress

The first block covering parts of 1/M sheets 53 and 54 is bounded on the north by G.T Series No 22 (North West Himalaya) on the south by G T Series No 25 (Karāchi Longitudinal), on the west by G T Series No 33 (Rahūn Meridional) and on the east by G T Series No 6 (Great Arc Meridional between latitudes 24° and 30°

At the base both wet and dry bulb temperatures were read, the field observer recorded only dry bulb temperature and the time at the observing station the observation being always closed at the base at close of work

The field observations were often made at distances ranging from 10 to 40 miles from the base station Heights of stations visited ranged from 100 feet to 500 feet

The reduction of observations was carried out in the Computing Office on the form reproduced on page 99 The various entries in this form are self explanatory

Before taking any observations with Paulin barometers they were compared with a standard barometer and index errors were determined Similarly these index corrections were obtained on return from the field The mean of both sets of errors for the particular time and pressure of both the field and base barometers are entered in column 3(c)

Table I gives discrepancies between the heights by Paulin s barometer and spirit levelling in Raniganj area in season 1947 48 The results of the observations in the Nagpur area have not been completed yet

Out of 28 stations two disclose discrepancies of −30 feet and +20 feet which are undoubtedly too high and are possibly due to certain local shocks which probably affected the index corrections at 13 stations these range between 6 and 13 feet and at 13 stations the discrepancies are less than 5 feet This was the very first year of experiment with the Paulin barometers and better results are expected with the experience gained

The following routine in observing the Paulin Aneroid is suggested for future work —

(i) Make one of the stations of the previous circuit as the *base* station for the second circuit

(ii) A battery of 3 instead of 2 aneroids both at the base and at the field is suggested to help in spotting erroneous readings

Hygrometers should be taken to the field stations also

(iii) One base observer should observe every 20 minutes instead of the usual half hour Both observers should synchronize their watches before starting and after closing the work each day

(iv) These instruments require very careful handling particularly in transportation otherwise the index errors change considerably resulting in loss of accuracy A careful watch on the index errors should be kept by taking readings of all the six aneroids at the beginning and close of a day s work

TABLE 1.—*Heights by Paulin Barometers in Rāniganj Area*

Starting point Rāniganj S.B.M. No. 342

1 Serial No.	2 Gravity Station No.	3 Corrected Paulin heights in feet	4 Spirit-levelling hieghts in feet	5 Difference Col. 4—Col. 3 in feet	REMARKS
1	73 I G 1 ..	470	440	−30	Possible due to certain local shocks which should have affected the index corrections.
2	73 I G 2 ..	640	660	+20	
3	73 M G 1 ..	388	388	0	
4	73 M G 2 ..	347	341	− 6	
5	73 M G 3 ..	385	396	+11	
6	73 M G 4 ..	327	314	−13	
7	73 M G 5 ..	312	306	− 6	
8	73 M G 6 ..	252	245	− 7	
9	73 M G 7 ..	186	192	+ 6	
10	73 M G 8 ..	168	162	− 6	
11	73 M G 9 ..	200	189	−11	
12	73 M G 10 ..	353	345	− 8	
13	73 M G 11 ..	198	191	− 7	
14	73 M G 12 ..	211	210	− 1	
15	73 M G 13 ..	101	105	+ 4	
16	73 M G 14 ..	260	257	− 3	
17	73 M G 15 ..	325	319	− 6	
18	73 M G 16 ..	132	128	− 4	
19	73 M G 17 ..	119	122	+ 3	
20	73 M G 18 ..	111	108	− 3	
21	73 M G 19 ..	148	139	− 9	
22	73 M G 20 ..	257	260	+ 3	
23	73 M G 21 ..	166	160	− 6	
24	73 M Rājband B.M. ..	218	218	0	
25	73 M Būd Būd B.M. ..	177	177	0	
26	73 M Burdwān B.M. ..	96	98	+ 2	
27	73 M Pānagar	236	238	+ 2	
28	73 M Kulgaria ..	122	118	− 4	

Date—22-11-1947 REDUCTION OF PAULIN ANEROID HEIGHTS Height of Base Station = 324 ft. 13 S R I

(1) Station (1)		(2) Time	(3) Aneroid Readings in feet: Aneroid No. 1760 (a)	Aneroid No. 9762 (b)	Mean (c)	(4) Index error in feet	(5) Corrected index rd. Σ (2)+col (4)	(6) Corrn. from Table A below	(7) I.C.A.N. Heights col (5)+col (6)	(8) Observed temp. °F Dry	Wet	(9) *Corrn. from Table B	(10) Corrected Temp. °F (ii)	(11) Relative Humidity % (iii)	(12) †Corrn. from Table C	(13) Heights col. (7)+col (12)	(14) Accepted Height of Base Stn.	(15) Stn. Heights	(16) Adjustment Corrn.	(17) Final Height col. (15)+col. (16)	(18) Remarks
		A M							feet	°	°		°			feet	feet	feet	feet	feet	
[illegible]	F	11 00	270	310	290	+ 51	341	64	271	74 2			78 2		+17	288		314	110		Mean height of Bud Bud Camp = 179 ft.
(No. 2004)	S				284	+ 67	351	−88	187	78 2	64 0	0 0	78 –	42	+13	200	324				
Bud Bud Camp	F	12 30	182	208	195	+ 54	249	−69	180	80 0			81 0		+ 0	181		181	+ 2	183	
(No. 1004)	S				318	+ 66	384	67	318	84 2	67 0	0 5	81 4	30	15	330	324				
[illegible]	F	13 00	340	364	352	+ 50	402	−67	335	82 8			82 8		+17	352		340	− 6		
(No. 9901)	S				332	+ 65	397	67	330	82 8	66 0	0 0	82 8	44	+17	347	324				
[illegible]	F	14 00	270	310	290	+ 51	341	−68	273	78 2			78 3		+18	290		396	−72		
(No. 9927)	S				148	+127	275	60	200	78 2	64 0	0·8	78 4	42	+ 8	214	324				
Bud Bud Camp	F	15 30	169	208	193	+ 54	240	−60	180	80 0			81·7		+ 0	180		255	−81	174	
(No. 9927)	S				188	+105	318	−68	248	84 2	67 0	0 2	81 5	30	+11	259	324				
[illegible]	F	16 00	340	364	352	+ 50	400	−67	335	82 8			82 8		+17	352		414	−90		
(No. 9927)	S				191	+126	317	−68	249	82 8	65·0	0·4	82 0	34	+13	262	324				

(i) F = [illegible] Barometer; [illegible] Barometer at Base Station.
(ii) [illegible]
(iii) [illegible] Part III (Humidity Tables).
* [illegible] (The War Office Aneroid Tables).
† Temp. and Humidity Correction (The War Office Aneroid Tables).

TABLE A ([illegible] Correction [illegible] Paulin readings [illegible] I. C. A. N. terms)

Height	Corrn.	Height	Corrn.	Height	Corrn.	Height	Corrn.
− 27	−74	362	−67	878	−64	2903	−59
48	−74	447	−66	1060	−61	2075	−60
121	−70	542	−65	1156	−60	2500	−61
107	−69	648	−64	1330	−61	3017	−62
170	−68	730	−64	1647	−58	3146	
202		873		1733			

calculating the annual means (1st Jan. to 31st Dec.), and the means of 370 days' observations have had to be accepted. A synopsis of the tidal data available for M.S.L. computations is given in Table 3.

Though the values given in Tables 1 and 2 may suffice for a preliminary investigation of M.S.L. changes, it is essential to obtain accurate figures before any final interpretation of such changes can be attempted. The M.T.L. values are comparatively easy to obtain, but may differ considerably from the local M.S.L. values, especially at places situated up the river estuaries. Furthermore, changes in the M.T.L. primarily depend on changes in the tidal regime (which occur frequently due to local causes like siltation, formation of bars, dredging, etc.) and may have no proportionate relation to the changes in the actual local M.S.L. Conclusions about M.S.L. changes, based on M.T.L. values, are, therefore, apt to be unreliable.

3. It is worth mentioning that the M.S.L. results derived from systematic observations at different ports for a sufficient number of years are of great value for

(i) obtaining a reliable datum for the geodetic level net of a country,

(ii) deciphering vertical movements of the land and investigating the coastal stability,

(iii) studying the fluctuations of the sea-level in relation to meteorological conditions,

and (iv) detecting eustatic changes in the sea-level (due to glaciation and other factors) by comparison with similar observations in other countries, and helping many geoidal investigations.

The question of constancy of sea-level is of particular interest to the geodesist since this surface (imagined extended under the land) is the geoid to which all land heights are referred and to which the figure of the earth adopted for map projections is to be closely fitted. The changes in the sea-level, whether eustatic or only local (due to rise or subsidence of land), generally take place only in the course of some years, and in order to detect their trend and extent, very accurate and systematic observations extending over a number of years are required.

4. Plate XXXI shows the plotted graphs of the monthly and annual M.S.L. values for the major ports in the Indian Ocean, at which systematic and continuous observations have been carried out for over 19 years. The plate also shows the respective smoothed graphs of the annual M.S.L. values plotted from 9-yearly moving means. Table 4 gives the values of these means.

Progressive changes of mean sea-level relative to the land are noticeable in Port Blair and Calcutta. There is an upward trend of the M.S.L. at Bombay from 1930 onwards, but these values are not rigorously derived and are based on only High and Low waters. The Calcutta results are discussed in detail in the next section.

TABLE 1 —*Monthly Mean Heights of Sea Level*

ADEN

Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1879			6 083	6 207	6 149	5 869	5 557	5 304	5 387	5 454	5 600	5 787
1880	5 733	6 086	6 021	6 070	6 078	5 942	5 621	5 262	5 370	5 472	5 552	5 858
1881	6 033	6 093	6 096	6 046	6 189	5 819	5 823	5 355	5 402	5 476	5 720	5 897
1882	5 865	6 079	6 098	6 115	6 058	5 699	5 323	5 41[illegible]	5 486	5 386	5 580	5 917
1883	6 023	5 968	6 001	6 114	6 111	5 836	5 429	5 405	5 429	5 534	5 745	5 873
1884	6 114	5 992	6 058	6 109	6 231	5 911	5 6[illegible]0	5 499	5 407	5 516	5 668	5 978
1885	6 088	6 074	6 159	6 247	6 254	6 179	5 688	5 429	5 243	5 472	5 793	5 932
1886	6 075	6 115	6 198	6 194	6 329	6 198	5 834	5 450	5 371	5 589	5 687	5 830
1887	6 184	5 946	6 063	6 046	6 198	5 860	5 542	5 318	5 320	5 476	5 788	6 025
1888	6 078	6 142	5 998	6 153	6 131	5 958	5 682	5 517	5 459	5 599	5 889	5 833
1889	6 042	6 049	6 155	6 143	6 131	5 872	5 675	5 301	5 520	5 551	5 628	5 921
1890	6 016	6 081	6 147	6 189	6 221	5 860	5 459	5 224	5 467	5 417	5 687	5 92
1891	5 868	6 014	6 131	6 184	6 167	5 879	5 579	5 397	5 436	5 662	5 884	5 834
1892	5 918	6 086	5 922	6 237	6 171	6 045	5 594	5 339	5 561	5 616	5 714	5 840
1893	6 070	5 996	6 175	6 172	6 041	5 966	5 747	5 357	5 290	5 421	5 476	5 966
					Results not computed							
1916	6 17	6 23	6 18	6 24	6 15	6 04	5 64	5 19	5 53	5 56	5 85	6 05
1917	6 11	6 09	5 96	6 17	6 01	5 88	5 55	5 45	5 28	5 58	5 53	5 91
1918	6 06	6 23	6 03	6 16	5 90	5 84	5 70	5 39	5 41	5 60	6 04	5 89
1919	5 92	6 11	6 07	6 09	6 21	5 94	5 69	5 30	5 48	5 56	5 74	5 98
1920	6 10	6 08	6 21	6 24	6 12	6 04	5 63	5 44	5 4[illegible]	5 58	5 72	5 89
1921	5 98	5 95	6 02	6 15	6 26	6 09	5 65	5 24	5 45	5 57	5 81	5 92
1922	6 03	6 16	6 06	6 25	6 26	6 07	5 58	5 23	5 42	5 59	5 63	5 85
1923	6 10	6 14	6 17	6 15	6 05	5 95	5 54	5 19	5 52	5 53	5 78	5 92
1924	*5 98*	*5 97*	*6 04*	*6 14*	*6 11*	*6 13*	*5 55*	*5 36*	*5 51*	*5 64*	*5 61*	5 82
1925	5 98	5 95	6 10	6 07	6 21	5 89	5 57	5 32	5 57	5 65	5 90	6 06
1926	6 03	5 99	6 06	6 20	6 19	6 09	5 77	5 32	5 47	5 60	5 83	5 75
1927	6 04	6 08	6 07	6 10	6 08	5 96	5 54	5 42	5 47	5 57	5 78	5 95
1928	6 08	5 95	6 05	6 09	6 07	5 92	5 66	5 35	5 41	5 57	5 75	5 90
1929	5 92	6 03	6 07	6 10	6 13	5 88	5 51	5 17	5 46	5 54	5 76	5 84
1930	6 09	6 07	6 04	6 14	6 05	5 92	5 53	5 29	5 45	5 52	5 67	5 86
1931	5 96	6 17	6 14	6 13	6 20	6 13	5 79	5 30	5 56	5 46	5 71	5 93
1932	5 95	5 97	6 07	6 06	6 05	5 88	5 60	5 46	5 50	5 69	5 74	6 05
1933	6 13	6 15	6 20	6 26	6 14	6 01	5 66	5 41	5 39	5 67	5 63	5 97
					Results not computed							
1937	4 68	4 60	4 68	4 80	4 62	4 47	4 17	3 76	4 03	4 03	4 [illegible]	4 [illegible]
1938	4 47	4 48	4 45	4 69	4 61	4 38	3 98					
1939						4 45	4 18	3 99	3 97	4 06	4 [illegible]	
1940	4 57	4 62	4 70	4 77	4 78	4 63	4 12	3 88	4 13	4 21	[illegible]	[illegible]
1941	4 50	4 68	4 65	4 86	4 79	4 63	4 34	4 10	4 06	[illegible]	[illegible]	[illegible]
1942	4 72	4 74	4 81	4 88	4 88	4 70	4 16	4 16	4 08	4 15	[illegible]	[illegible]
1943	4 38	4 73	4 78	4 66	4 80	4 55	4 19	3 94	3 91	[illegible]	[illegible]	[illegible]
1944					4 75	4 49	4 17	3 97	[illegible]	[illegible]	[illegible]	[illegible]
1945	4 72	4 69			4 86	4 70	4 26	4 17	4 11		[illegible]	[illegible]
1946	4 61	4 68	4 80	4 87	4 71	4 68	4 39	3 59	[illegible]	[illegible]	[illegible]	[illegible]
1947	4 62	4 64	4 60	4 74	4 86	4 64	4 49	4 19	[illegible]	[illegible]	[illegible]	[illegible]
1948	4 67	4 78	4 76	4 98	4 88	4 74	4 23	4 06	[illegible]	[illegible]	[illegible]	[illegible]
Average for 1880–93 and 1916–33 (32 yrs.)	6 02	6 06	6 00	6 15	6 14	5 96	5 62	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTE —For details regarding zero of heights method of [illegible]

TABLE 1.—*Monthly Mean Heights of Sea-Level*—(contd.)

BASRAH

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1917	5·888	6·427	6·474	7·485	7·497	6·822	6·476	5·969	5·359	5·000	4·888	5·113
1918	5·194	5·601	6·546	7·300	8·612	8·413	7·385	6·219	5·691	5·579	5·642	5·56[illegible]

KARACHI

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1916	7·35	7·03	7·28	7·35	7·33	7·65	7·72	7·39	7·36	7·28	7·25	7·51
1917	7·45	7·37	7·28	7·49	7·37	7·73	7·28	7·20	7·25	7·37	7·23	7·48
1918	7·21	7·19	7·43	7·24	7·69	7·82	7·47	7·19	7·11	7·25	7·33	7·15
1919	7·06	7·01	7·10	7·07	7·47	7·42	7·57	7·23	7·18	7·14	7·15	7·55
1920	7·26	7·18	7·49	7·59	7·27	7·86	7·67	7·31	7·31	7·13	7·46	7·01
					Results not computed							
1937	5·51	5·38	5·38	5·60	5·43	5·70	5·62	5·45	5·28	5·36	5·63	5·35
1938	5·25	5·12	5·39	5·57	5·64	5·86	5·53	5·54	5·34	5·18	5·53	5·45
1939	5·28	5·30	5·36	5·42	5·35	5·84	5·43	5·09	5·31	5·14	5·29	5·53
1940	5·42	5·18	5·13	5·45	5·56	5·84	5·50	5·39	5·18	5·46	5·63	5·46
1941	5·33	5·29	5·36	5·44	5·77	5·79	5·45	5·48	5·27	5·33	5·60	5·39
1942	5·28	5·31	5·47	5·39	5·52	5·41	5·60	5·40	5·29	5·34	5·53	5·54
1943	5·45	5·52	5·35	5·35	5·41	5·45	5·03	5·14	4·98	4·88	5·11	5·40
1944	5·12	4·97	5·09	5·08	5·19	5·37	5·62	5·62	5·31	5·20	5·45	5·29
1945	5·32	5·20	5·34	5·26	5·73	5·15	5·22	5·67	5·32	5·16	5·14	5·52
1946	5·15	5·39	5·44	5·67	5·60	6·24	5·59	5·42	5·07	5·00	5·04	4·76
1947	..	5·33	5·19	5·30	5·49	5·31	5·53	5·72	5·14	5·05	5·54	5·42
1948	5·37	4·87	..	Data not available				..	..	..	..	..
Average for 1916–20 (5 yrs.)	7·27	7·16	7·32	7·35	7·43	7·70	7·54	7·24	7·24	7·23	7·28	7·34

BHAVNAGAR

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1937	19·15	18·90	18·83	19·19	19·35	20·34	21·08	21·00	20·70	20·08	19·80	19·28
1938	19·03	18·60	18·83	19·19	19·40	19·94	20·35	20·80	20·65	20·27	20·04	19·58
1939	19·21	19·05	18·73	19·17	19·19	20·04	20·54	20·26	20·49	20·05	19·52	19·63
1940	19·46	19·01	18·66	19·07	19·42	19·93	20·36	20·74	20·33	20·13	19·92	19·35
1941	19·10	18·89	18·94	19·47	19·97	20·09	20·43	20·62	20·36	20·01	19·99	19·63
1942	19·13	18·84	18·74	18·86	19·35	19·63	20·23	20·63	20·57	20·10	19·68	19·27
1943	19·26	19·04	19·12	19·26	19·39	19·50	20·18	20·42	20·65	20·36	20·29	19·95
1944	19·73	19·23	19·48	19·76	20·12	20·38	20·79	21·99	21·64	21·13	21·16	20·29
1945	19·95	19·40	19·30	19·44	19·61	20·19	20·66	21·64	21·41	21·24	20·52	19·83
1946	19·02	19·24	19·14	19·66	19·93	20·48	20·97	21·52	21·39	20·85	20·22	19·49
1947	19·31	19·68	19·66	20·17	20·25	20·48	21·02	21·53	21·60	21·42	21·13	19·60
1948	20·14	19·39	19·31	19·16	..	20·00	19·88	20·63	21·21	21·28	20·43	19·70
Average for 1937–48 (12 yrs.)	19·37	19·11	1 ·06	19·37	19·63	20·08	20·54	20·98	20·92	20·58	20·23	19·64

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 1—*Monthly Mean Heights of Sea Level*—(contd.)

BOMBAY (Apollo Bandar)

Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
[illegible]	[illegible]	10 19	10 19	10 27	10 34	10 23	10 60	10 61	10 33	[illegible]	10 13	10 07
[illegible]	[illegible]	10 37	10 09	10 11	10 23	10 12	10 13	10 25	9 92	9 93	10 12	[illegible]
[illegible]	[illegible]	10 18	10 45	10 19	10 13	[illegible]	10 23	9 88	10 02	[illegible]	10 31	10 47
[illegible]	[illegible]	10 55	10 33	10 15	[illegible]	9 21	10 44	10 13	[illegible]	9 83	10 30	[illegible]
[illegible]	[illegible]	[illegible]	10 35	10 33	9 94	[illegible]	10 44	9 93	9 92	9 94	10 13	[illegible]
[illegible]	[illegible]	10 23	10 19	10 12	[illegible]	[illegible]	10 39	10 03	[illegible]	10 16	10 35	[illegible]
[illegible]	[illegible]	10 28	10 27	10 15	[illegible]	[illegible]	10 33	10 10	10 23	10 02	10 24	[illegible]
[illegible]	[illegible]	10 14	10 34	10 34	[illegible]	[illegible]	10 20	10 49	10 13	10 37	10 15	[illegible]
[illegible]	[illegible]	[illegible]	10 32	10 23	[illegible]	[illegible]	10 30	10 02	9 90	10 10	[illegible]	[illegible]
[illegible]	[illegible]	10 17	10 24	10 13	[illegible]	[illegible]	10 30	10 15	9 76	10 00	10 12	[illegible]
[illegible]	[illegible]	10 30	10 29	[illegible]	[illegible]	[illegible]	10 37	10 21	9 83	10 15	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	10 24	[illegible]	[illegible]	[illegible]	10 29	10 10	10 00	10 08	[illegible]	[illegible]
[illegible]	[illegible]	10 30	10 21	[illegible]	[illegible]	[illegible]	10 44	10 12	10 14	9 83	10 22	[illegible]
[illegible]	[illegible]	10 05	10 24	[illegible]	[illegible]	[illegible]	10 21	10 22	9 96	10 07	[illegible]	[illegible]
[illegible]	[illegible]	10 15	10 21	[illegible]	[illegible]	[illegible]	[illegible]	10 22	10 19	10 21	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 19	10 18	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	10 13	[illegible]	[illegible]	[illegible]	[illegible]	10 14	9 97	10 20	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9 76	10 24	[illegible]	[illegible]
1896	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 41	9 95	[illegible]	[illegible]	[illegible]
1897	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 45	10 16	[illegible]	[illegible]	[illegible]
1898	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 11	10 07	10 23	[illegible]	[illegible]
1899	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9 72	[illegible]	[illegible]	[illegible]
1900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1901	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9 75	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 22	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 07	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Dec
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89
83
02
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87

TABLE 1.—*Monthly Mean Heights of Sea-Level*—(contd.)

BOMBAY (Apollo Bandar)

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1923	10·40	10·17	10·43	10·18	9·88	9·97	10·39	10·45	9·86	9·86	9·82	10·24
1924	10·14	10·20	10·37	10·31	10·19	10·62	10·48	10·16	10·08	10·01	10·00	10.56
1925	10·19	10·19	10·38	10·30	10·21	10·46	10·12	10·03	9·96	10·20	10·47	10·33
1926	10·27	10·27	10·21	10·22	10·20	10·25	10·57	10·43	10·33	9·95	10·23	10·37
1927	10·18	10·12	10·15	10·11	10·10	10·38	10·23	10·31	10·13	10·19	10·28	10·47
1928	10·25	10·17	10·26	10·18	10·30	10·02	10·37	10·19	9·97	9·91	10·32	10·46
1929	10·29	10·29	10·65	10·50	10·14	10·56	10·43	9·96	10·09	10·27	10·53	10·37
1930	10·39	10·09	10·38	10·55	10·02	10·73	10·37	10·11	10·03	10·09	10·33	10·43
1931	10·72	10·42	10·46	10·41	10·25	10·43	10·64	10·61	10·04	10·20	10·40	10·70
1932	10·77	10·45	10·48	10·26	10·34	10·32	10·60	10·45	10·23	10·48	10·30	10·35
1933	10·52	10·41	10·45	10·45	10·46	10·79	10·32	10·41	10·33	10·43	10·64	10·79
1934	10·54	10·54	10·56	10·58	10·25	10·52	10·47	10·51	10·10	10·06	10·48	10·75
1935	10·38	10·45	10·42	10·39	10·29	10·32	10·41	10·25	10·10	10·35	10·11	10·63
1936	10·27	10·41	10·37	10·31	10·23	10·70	10·29	10·02	10·08	9·92	10·65	10·78
1937	8·58	8·46	8·44	8·73	8·29	8·57	8·67	8·38	8·26	8·34	8·67	8·51
1938	8·64	8·44	8·47	8·57	8·42	8·63	8·55	8·49	8·28	8·33	8·65	8·78
1939	8·69	8·47	8·59	8·43	8·13	8·60	8·48	8·12	8·31	8·19	8·27	8·78
1940	8·64	8·30	8·30	8·60	8·47	8·72	8·47	8·50	8·27	8·54	8·81	8·67
1941	8·54	8·48	8·46	8·48	8·59	8·50	8·40	8·41	8·03	8·29	8·62	8·54
1942	8·44	8·33	8·68	8·43	8·27	8·38	8·71	8·52	8·30	8·19	8·44	8·54
1943	8·66	8·58	8·63	8·42	8·59	8·56	8·54	8·32	8·26	8·23	8·47	8·84
1944	8·68	8·32	8·50	8·41	8·32	8·52	8·88	9·07	8·19	8·19	8·43	8·51
1945	8·59	8·28	8·24	8·42	8·33	8·64	8·56	8·70	8·28	8·10	8·36	8·54
1946	8·43	8·65	8·40	8·49	8·11	8·91	8·59	8·75	8·18	8·35	8·56	8 48
1947	8·64	8·57	8·32	8·50	8·46	8·25	8·31	8·24	8·41	8·16	8·63	8·58
1948	8·72	8·47	8·60	8·67	8·45	8·54	8·43	8·43	8·38	8·47	8·55	8·76
Average for 1878-1930 (53 yrs.)	10·33	10·21	10·27	10·27	10·12	10·35	10·31	10·17	10·01	10·08	10·25	10·40

BOMBAY (Prince's Dock)

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1916	8·71	8·11	8·40	8·22	8·21	8·45	8·52	8·39	8·25	8·30	8·50	8·76
1917	8·84	8·59	8·34	8·36	8·15	8·51	8·20	8·26	8·20	8·45	8·14	8·53
1918	8·50	8·35	8·56	8·22	8·34	8·43	8·22	8·11	8·00	8·20	8·44	8·26
1919	8·33	8·17	8·27	8·46	8·72	8·34	8·45	8·31	8·20	8·14	8·21	8·66
1920	8·54	8·33	8·45	8·46	7·95	8·52	8·45	8·02	7·95	7·89	8·34	8·06
Average for 1916–20	8·58	8·31	8·40	8·34	8·27	8·45	8·37	8·22	8·12	8·20	8·33	8·46

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 1 —*Monthly Mean Heights of Sea Level*—(contd)

COLOMBO

Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1934	1 49	1 56	1 47	1 51	1 17	1 10	0 87	0 93	0 84	1 12	1 53	1 78
1935	1 45	1 48	1 41	1 49	1 21	0 94	0 76	0 96	0 98	1 25	1 16	1 53
Average for 1934 35	1 47	1 52	1 44	1 50	1 19	1 02	0 82	0 95	0 91	1 19	1 35	1 66

MADRAS

Year	Jan	Feb	March	April	May	June	July	Aug	Sept.	Oct	Nov	Dec
1916	2 11	1 90	1 81	2 05	2 38	2 60	2 42	2 24	2 65	2 85	3 09	2 70
1917	2 31	2 12	2 06	2 05	2 08	2 19	2 02	2 29	2 44	2 71	3 36	2 68
1918	2 58	1 94	1 68	1 59	2 20	2 16	1 89	1 83	2 32	2 54	3 22	2 68
1919	2 18	1 75	1 76	1 73	2 39	2 55	2 08	2 15	2 26	2 55	3 27	2 94
1920	2 50	1 92	2 04	1 89	2 35	2 22	2 17	2 29	2 44	2 67	2 85	2 46
Average for 1916 20	2 34	1 93	1 87	1 86	2 28	2 34	2 12	2 16	2 42	2 66	3 16	2 69

VIZAGAPATAM

Year	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1937	2 17	2 00	1 74	1 92	2 50	2 69	2 48	2 56	3 01	3 31	3 19	3 16
1938	2 33	1 95	2 09	2 20	2 74	2 92	2 87	2 71	2 72	3 35	3 16	2 60
1939	2 54	2 01	1 81	1 77	2 56	2 66	2 46	2 75	2 64	3 29	3 42	2 91
1940	2 04	1 65	1 56	1 98	2 60	2 72	2 40	2 60	2 73	3 10	3 49	2 93
1941	2 16	1 88	1 63	2 02	2 50	2 84	2 44	2 76	2 67	3 16	3 11	2 91
1942	2 25	1 88	1 73	1 97	2 24	2 81	2 65	2 76	3 14	3 39	3 39	2 52
1943	2 36	2 01	1 95	2 21	2 50	2 87	2 86	2 66	3 19	3 48	3 38	2 82
1944	2 03	1 92	2 03	1 87	2 29	2 54	2 43	2 26	2 70	3 29	3 09	2 89
1945	2 45	2 03	2 01	2 26	2 53	2 54	2 57	2 56	3 26	3 30	3 18	2 83
1946	2 26	1 96	1 58	2 19	(break)		2 49	2 51	2 41	2 91	3 02	3 02
1947	2 48	1 97	1 93	2 03	1 84	2 21	2 42	2 80	3 19	3 86	3 53	2 94
1948	2 49	2 04	1 94	2 15	2 70	2 85	2 72	2 96	2 95	3 08	3 60	2 86
Average for 1937-48 (12 yrs.)	2 30	1 94	1 83	2 05	2 45	2 70	2 57	2 66	2 88	3 30	3 30	2 87

NOTE —For details regarding zero of heights, method of reduction, etc, see Table 3

TABLE 2.—*Annual Mean Heights of Sea-Level*

Year \ Port	Suez	Perim	Aden	Maskat	Basrah	Bushire	Karāchi
1868	..	..	..	..	..	..	7·149
1869	..	..	..	..	..	..	7·291
1870	..	..	..	..	..	..	7·264
1871	..	..	..	..	..	..	7·107
1872	..	..	..	..	..	..	7·051
1873	..	..	..	..	..	..	7·079
1874	..	..	..	..	..	..	7·152
1875	..	..	..	..	..	..	7·153
1876	..	..	..	..	..	..	7·134
1877	..	..	..	..	..	..	7·207
1878	..	..	..	..	..	..	7·331
1879	..	..	..	..	..	..	7·308
1880	..	..	5·755	..	..	..	7·267
1881	..	..	5·829	..	..	..	7·179
1882	..	..	5·751	..	..	..	7·060
1883	..	..	5·789	..	..	..	7·192
1884	..	..	5·842	..	..	..	7·198
1885	..	..	5·879	..	..	..	7·206
1886	..	..	5·906	..	..	..	7·225
1887	..	..	5·814	..	..	..	7·152
1888	..	..	5·869	..	..	..	7·133
1889	..	..	5·832	..	..	..	7·155
1890	..	..	5·808	..	..	..	7·143
1891	..	..	5·836	..	..	..	7·114
1892	..	..	5·837	..	..	4·878	7·243
1893	..	..	5·806	7·694	..	..	7·203
1894	..	..	5·827	7·693	..	4·769	7·217
1895	..	..	5·845	7·639	..	4·695	7·191
1896	..	..	5·837	7·704	..	4·652	7·190
1897	4·338	..	5·933	7·699	..	4·710	7·214
1898	4·360	5·396	5·920	..	..	4·688	7·242
1899	4·392	5·361	5·880	..	..	4·621	7·192
1900	4·402	5·324	5·785	..	..	4·620	7·065
1901	4·400	5·407	5·837	..	..	..	7·151
1902	4·361	5·443	5·990	..	..	..	7·306
1903	4·190	..	5·964	..	..	..	7·282
1904	..	..	5·872	..	..	..	7·210
1905	..	..	5·855	..	..	..	7·120
1906	..	..	5·813	..	..	..	7·224
1907	..	..	5·858	..	..	..	7·328
1908	..	..	5·820	..	..	..	7·178
1909	..	..	5·790	..	..	..	7·163

(*Continued*)

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 2—*Annual Mean Heights of Sea Level*—(contd)

Port / Year	Suez	Perim	Aden	Maskat	Basrah	Bushire	Karachi
1910			5 836				7 233
1911			5 768				7 223
1912			5 873				7 312
1913			5 860				7 243
1914			5 833				7 318
1915			5 951				7 318
1916			5 903		6 905		7 377
1917			5 793		6 117		7 374
1918			5 852		6 479		7 340
1919			5 839		7 230		7 248
1920			5 871		6 540		7 377
1921			5 839		6 383		
1922			5 841		6 439		
1923			5 834		6 085		
1924			5 815		5 853		
1925			5 854				
1926			5 858				
1927			5 838				
1928			5 816				
1929			5 783				
1930			5 800				
1931			5 872				
1932			5 840				
1933			5 884				
1934							
1935							
1936							
1937			5 97				7 47
1938							7 45
1939							7 36
1940			6 05				7 43
1941			6 10				7 46
1942			6 09				7 42
1943			6 00				7 26
1944							7 28
1945							7 34
1946			5 96				7 36
1947			6 08				
1948			6 14				

NOTE—For details regarding zero of heights, method of reduction, etc., see Table 3

TABLE 2.—*Annual Mean Heights of Sea-Level*—(contd.)

Year \ Port	Prince's Dock (Bombay)	Bombay (Apollo Bandar)	Mormugao	Kārwār	Beypore	Cochin	Tuticorin	Minicoy
1868	..	..	..	..	..	..	..	..
1869	..	..	..	..	..	..	..	..
1870	..	..	..	..	..	..	..	..
1871	..	..	..	..	..	..	..	..
1872	..	..	..	..	..	..	..	..
1873	..	..	..	..	..	..	..	..
1874	..	..	..	..	..	..	..	..
1875	..	..	..	..	..	..	..	..
1876	..	..	..	..	..	..	..	..
1877	..	..	..	..	..	..	..	..
1878	..	10·267	..	5·650	5·385	..	..	..
1879	..	10·173	..	5·541	5·392	..	..	..
1880	..	10·183	..	5·564	5·412	..	..	..
1881	..	10·254	..	5·515	5·412	..	..	..
1882	..	10·198	..	5·492	5·395	..	..	..
1883	..	10·253	..	..	5·301	..	..	..
1884	..	10·251	5·512	..	..	..	..	..
1885	..	10·309	5·577	..	..	..	..	..
1886	..	10·266	5·573	..	..	2·422	..	..
1887	..	10·204	5·486	..	..	2·359	..	..
1888	8·306	10·250	5·451	..	..	2·307	2·091	..
1889	8·285	10·205	..	..	..	2·421	2·186	..
1890	8·329	10·242	..	..	..	2·345	2·149	..
1891	8·226	10·154	..	..	..	2·331	2·074	5·174
1892	8·386	10·282	..	..	..	..	..	5·269
1893	8·253	10·213	..	..	..	..	..	5·247
1894	8·247	10·235	..	..	..	..	..	5·200
1895	8·274	10·196	..	..	..	..	..	5·192
1896	8·280	10·236	..	..	..	..	..	..
1897	8·262	10·253	..	..	..	..	..	..
1898	8·298	10·337	..	..	..	..	..	..
1899	8·211	10·196	..	..	..	..	..	..
1900	8·065	10·168	..	..	..	..	..	..
1901	8·239	10·228	..	..	..	..	..	..
1902	8·382	10·312	..	..	..	..	..	..
1903	8·290	10·316	..	..	..	..	..	..
1904	8·177	10·181	..	..	..	..	..	..
1905	7·981	10·069	..	..	..	..	..	..
1906	7·989	10·137	..	..	..	..	..	..
1907	8·247	10·183	..	..	..	..	..	..
1908	8·115	10·148	..	..	..	..	..	..
1909	8·119	10·172	..	..	..	..	..	..

(*Continued*)

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 2 —*Annual Mean Heights of Sea Level*—(contd)

Port / Year	Prince s Dock (Bom bay)	Bombay (Apollo Bandar)	Mor mugao	Karwar	Beypore	Cochin	Tuticorin	Minicoy
1910	8 201	10 204						
1911	8 198	10 182						
1912	8 300	10 302						
1913	8 221	10 189						
1914	8 318	10 253						
1915	8 283	10 256						
1916	8 404	10 347						
1917	8 374	10 326						
1918	8 302	10 286						
1919	8 357	10 140						
1920	8 271	10 278						
1921		10 304						
1922		10 246						
1923		10 134						
1924		10 262						
1925		10 236						
1926		10 275						
1927		10 222						
1928		10 201						
1929		10 340						
1930		10 293						
1931		10 44						
1932		10 42						
1933		10 50						
1934		10 46						
1935		10 33						
1936		10 34						
1937		8 49						
1938		8 52						
1939		8 42						
1940		8 52						
1941		8 44						
1942		8 44						
1943		8 51						
1944		8 50						
1945		8 42						
1946		8 49						
1947		8 42						
1948		8 54						

NOTE —For details regarding zero of heights method of reduction etc see Table 3

TABLE 2.—*Annual Mean Heights of Sea-Level*—(contd.)

Port / Year	Pamban Pass	Colombo	Galle	Trincomalee	Negapatam	Madras	Cocānada	Vizagapatam
1868	..	..	..	..	..	..	..	..
1869	..	..	..	..	..	..	..	..
1870	..	..	..	..	..	..	..	..
1871	..	..	..	..	..	..	..	..
1872	..	..	..	..	..	..	..	..
1873	..	..	..	..	..	..	..	..
1874	..	..	..	..	..	..	..	..
1875	..	..	..	..	..	..	..	..
1876	..	..	..	..	..	..	..	..
1877	..	..	..	..	..	..	..	..
1878	2·666	..	..	..	..	..	..	..
1879	2·707	..	..	..	..	..	..	4·991
1880	2·759	..	..	..	..	2·251	..	4·917
1881	2·705	..	..	..	1·996	2·209	..	4·809
1882	..	..	..	..	2·048	2·179	..	4·812
1883	..	..	..	..	..	2·180	..	4·813
1884	..	2·208	2·656	..	..	2·134	..	4·630
1885	..	2·261	2·700	..	1·811	2·051	..	..
1886	..	2·304	2·679	..	2·048	2·320	5·488	..
1887	..	2·199	2·606	..	2·047	2·266	5·324	..
1888	..	2·112	2·570	..	..	2·133	5·154	..
1889	..	2·216	2·685	..	..	2·353	5·413	..
1890	..	..	..	1·842	..	..	5·308	..
1891	..	..	..	1·826	..	..	..	..
1892	..	..	..	2·043	..	..	..	..
1893	..	..	..	1·987	..	..	..	..
1894	..	..	..	1·962	..	..	..	..
1895	..	..	..	1·928	..	2·175	..	..
1896	..	..	..	..	..	1·978	..	..
1897	..	..	..	..	..	2·279	..	..
1898	..	..	..	..	..	2·300	..	..
1899	..	..	..	..	..	2·372	..	..
1900	..	..	..	..	..	2·168	..	..
1901	..	..	..	..	..	2·282	..	..
1902	..	..	..	..	..	2·094	..	..
1903	..	..	..	..	..	2·331	..	..
1904	..	..	..	..	..	2·304	..	..
1905	..	..	..	..	..	2·338	..	..
1906	..	..	..	..	..	2·416	..	..
1907	..	..	..	..	..	2·294	..	..
1908	..	..	..	..	..	2·144	..	..
1909	..	..	..	..	..	2·354	..	..

(Continued)

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 2 —*Annual Mean Heights of Sea Level*—(contd)

Port / Year	Pamban Pass	Colombo	Galle	Trinco malee	Nega patam	Madras	Coca nada	Vizaga patam
1910						2 412		
1911						2 296		
1912						2 336		
1913						2 362		
1914						2 213		
1915						2 329		
1916						2 402		
1917						2 361		
1918						2 221		
1919						2 304		
1920						2 318		
1921								
1922								
1923								
1924								
1925								
1926								
1927								
1928								
1929								
1930								
1931								
1932								
1933								
1934		1 29						
1935		1 22						
1936								
1937								2 56
1938								2 64
1939								2 57
1940								2 48
1941								2 51
1942								2 56
1943								2 69
1944								2 44
1945								2 63
1946								
1947								2 60
1948								2 70

NOTE —For details regarding zero of heights method of reduction etc., see Table 3

TABLE 2.—*Annual Mean Heights of Sea-Level*—(contd.)

Port / Year	Chānd-bāli	Shortt Island	False Point	Dublat (Saugor Island)	Dia-mond Harbour	Kidder-pore	Chitta-gong
1868	..	..	..	..	..	..	..
1869	..	..	..	..	..	..	..
1870	..	..	..	..	..	..	..
1871	..	..	..	..	..	..	..
1872	..	..	..	..	..	..	
1873	..	..	..	..	..	..	..
1874	..	..	..	..	..	..	..
1875	..	..	..	..	..	..	..
1876	..	..	..	..	..	..	..
1877	..	..	..	..	..	..	..
1878	..	..	..	..	..	..	..
1879	..	..	..	..	..	..	..
1880	..	..	..	..	..	..	..
1881	..	..	7·552	9·565	8·976	..	..
1882	..	..	7·597	9·670	9·011	10·719	..
1883	..	..	7·593	9·588	8·999	10·573	..
1884	..	..	7·492	9·550	8·897	10·669	..
1885	..	..	..	9·434	8·804	10·920	..
1886	..	..	..	..	..	11·359	8·251
1887	..	..	..	..	..	11·166	7·945
1888	..	..	..	..	..	10·836	7·923
1889	..	..	..	..	..	11·164	8·036
1890	..	..	..	..	..	11·485	7·977
1891	..	..	..	..	..	10·622	..
1892	..	..	..	..	..	10·848	..
1893	..	..	..	..	..	11·301	..
1894	..	..	..	..	..	11·383	..
1895	..	..	..	..	..	10·476	..
1896	..	..	..	..	..	10·123	..
1897	..	..	..	..	..	10·535	..
1898	..	..	..	..	..	10·858	..
1899	..	..	..	..	..	10·660	..
1900	..	..	..	..	..	10·604	..
1901	..	..	..	..	..	10·358	..
1902	..	..	..	..	..	10·398	..
1903	..	..	..	..	..	10·711	..
1904	..	..	..	..	..	10·830	..
1905	..	..	..	..	..	10·593	..
1906	..	..	..	..	..	10·722	..
1907	..	..	..	..	..	10·358	..
1908	..	..	..	..	..	10·397	..
1909	..	..	..	..	..	10·770	..

(*Continued*)

NOTE.—For details regarding zero of heights, method of reduction, etc., see Table 3.

TABLE 2 —*Annual Mean Heights of Sea Level*—(contd)

Year \ Port	Chand bali	Shortt Island	False Point	Dublat† (Saugor Island)	Dia mond Harbour	Kidder pore	Chitta gong
1910						10 895	
1911						10 781	
1912						10 314	
1913						10 495	
1914						10 313	
1915						10 453	
1916						10 804	
1917						10 807	
1918						10 318	
1919						10 382	
1920						10 169	
1921						10 10	
1922						10 66	
1923						9 85	
1924						10 39	
1925						10 00	
1926						9 98	
1927							
1928							
1929						10 14	
1930						10 363* 10 08	
1931						10 23	
1932	5 304	5 762				9 73	
1933						10 11	
1934						9 84	
1935						9 53	
1936						10 21	
1937				10 11		10 09	6 74
1938				10 10		10 46	7 00
1939				10 07		10 654* 10 30	6 83
1940				9 95		9 75	6 81
1941				9 91		10 09	7 01
1942				9 98		10 45	
1943						10 37	
1944						9 84	6 43
1945						9 97	6 75
1946						10 11	6 81
1947						10 20	6 09
1948						10 27 10 356*	

* Derived rigorously from hourly heights

† Values on Saugor Island from 1937 onwards refer to Saugor Point, which is about 6 miles west of Dublat

NOTE.—For details regarding zero of heights, method of reduction etc., see Table 3

TABLE 3.—*Synopsis of tidal data available*

* Station	M.S.L. Data available				M.S.L. results already computed (vide Tables 1 and 2)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Port Okha ..	1874–75 1901–05	.. ..	.. ..	.. ..	.. ..	1874–75 1904–05	..
Porbandar ..	1893–94 1898–99 1900–01	.. .. ..	.. .. ..	(a) 1897–1901	.. .. ..	1993–94 1898–99 1900–01	
Port Albert Victor ..	1881–82	..	..	..	..	1881–82	..
	1900–03	..	..	(a) 1900–03	..	1900–03	..
Bhāvnagar ..	1889–93	..	..	(a) 1889–93 (b) 1895–1948	..	1889–93	(b) 1937–48
Bombay (Prince's Dock) ..	1888–1920	..	1922	(a) 1890–1921	..	1888–1920	..
Bombay (Apollo Bandar)	1876 1878–1920	1921–48	1921–34	.. (a) 1883–1948	1878–1930	..	(a) 1931–48
Mormugao ..	1884–88	..	..	(a) 1886–88	..	1884–88	..
Karwār ..	1878–83	..	..	(a) 1883	..	1878–82	..
Beypore ..	1878–84	..	..	(a) 1883–85	..	1878–83	..
Cochin ..	1886–92	..	..	(a) 1888–97	..	1886–91	..

(1) Hourly heights from Harmonic Analysis.
(2) Hourly heights from T.G. diagram.
(3) Hourly heights from observatory reports.
(4) High and Low water readings (*a*) day and night (*b*) day only.
* The datum of soundings in this case is below the zero of heights.

M S L computation, and of results computed—(contd)

Zero of heights in Tables 1 and 2				B.M of reference (Description)
for period	below Indian M S L	below Datum of Soundings	below B.M of reference	
1874–75 } 1904–05 }	10 26	2 93	20 08	G T S □ B M A 100 feet north of the site of the Tidal observatory
1893–94	5 89	0 05	21 85	Marine Survey B M cut on the south face of the Sea wall
1898 99	7 26	1 42	23 22	
1900–01	7 30	1 46	23 26	
1881–82	14 38	8 20	20 94	B M cut on the plinth of the lighthouse below the doorway
1900–03	10 18	4 00	16 74	
1889–93	23 13	2 92	43 35	G T S O B M dressed block of stone close to the steam ferry incline
1937–48	20 21	Nil	40 43	
1888–1920	8 23	−14 00*	28 00	Standard B M at the P W D Secretariat
1878–1936	10 23	2 00	29 96	Standard B M at the P W D Secretariat
1937–48	8 23	Nil	27 96	
1884–88	5 52	2 00	17 82	G T S B □ M A D 1834 embedded in masonry, west of the embrasure of the old Fort
1878–82	5 56	1 86	17 33	G T S □ B M embedded in a block of masonry close to the Traveller s Bungalow
1878–83	5 38	2 50	19 79	G T S □ B M A 100 feet east of the Custom House front door
1886–91	2 36	0 45	8 93	G T S □ A B M in the verandah of the Harbour Master s Office

(Continued)

(5) From hourly heights for 365 days (Jan -Dec) excluding incomplete tidal period

(6) From hourly heights for 370 days obtained in the course of Harmonic Analysis

(7) From High and Low water readings (*a*) day and night (*b*) day only

TABLE 3.—*Synopsis of tidal data available for*

Station	M.S.L. Data available				M.S.L. results already computed (vide Tables 1 and 2)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Chāndbāli ..	1931–32	..	..	(*a*) 1933–35	..	1931–32	..
Shortt Island	1931–32	..	..	(*a*) 1935–36	..	1931–32	..
False Point ..	1881–85	..	..	(*a*) 1883–85	..	1881–84	..
Dublat (Saugor Island) ..	1881–86	..	..	(*a*) 1881–86	..	1881–85	(*a*) 1937–42
Saugor ..	1945–48	..	..	(*a*) 1933–43 (*a*) 1945–48			
Diamond Harbour ..	1875–77 1881–86	.. ..	.. ..	(*a*) 1881–86 ..	.. ..	.. 1881–85	.. ..
Kidderpore (Calcutta) ..	1881–1920	1921–48	1922–37	(*a*) 1880–85 (*a*) 1887–88 (*a*) 1902–48	1929 1938 1948	1882–1920	(*a*) 1921–48
Chittagong ..	1886–91	..	..	(*b*) 1887–1910 (*b*) 1912–41 (*b*) 1943–47	.. ..	1886–90 ..	(*b*) 1937–41 (*b*) 1944–47
Akyab ..	1887–92	..	..	(*b*) 1888–1910 (*b*) 1912–42	..	1887–91	(*b*) 1937–41

(1) Hourly heights from Harmonic Analysis.
(2) Hourly heights from T.G. diagram.
(3) Hourly heights from observatory reports.
(4) High and Low water readings (*a*) day and night (*b*) day only.
* Below local M.S.L.

M S L computation, and of results computed—(contd)

Zero of heights in Tables 1 and 2				B M of reference (Description)
for period	below Indian M S L	below Datum of Soundings	below B M of reference	
1931–32	4 15	1 51	19 92	B M is at the base of the flagstaff in front of the Port Office
1931-32	5 76	0 85	24 63	The mark is below the head of a bolt on the north east corner of the lightmast
1881-84	7 56	2 50	17 95	O ↑ Marine Survey B M cut on the SW pile of the Refuge House at Hookey Tollah
1881–86	9 16	–0 10†	19 45	Top of a rail embedded in a block of masonry and situated about 77 ft north of the Saugor Semaphore
1937–43	8 82	–0 44†	19 11	
1881-85	7 76	–1 50†	14 48	G T S O B M AD 194 embedded in the paddy field about 180 yards north of the embankment along the Hooghly and about 3 furlongs NE of the new tidal observatory (1948)
1881 1948	7 76	Nil	23 80	H R S O B M about 300 feet away from the tidal observatory at Garden Reach near the entrance to the King George s Dock
1886-90	6 66	1 17	22 71	B M O A situated near the SE corner of the Port Office
1937–48	5 49	Nil	21 54	
188?-91	7 89*	3 36	19 56	G T S O B M situated in the portico of the Marine Office
1937–42	4 53*	Nil	16 20	

(*Continued*)

(5) From Hourly heights for 365 days (Jan –Dec) excluding incomplete tidal period
(6) From hourly heights for 370 days, obtained in the course of Harmonic Analysis.
(7) From High and Low water readings (*a*) day and night (*b*) day only
† Datum of Soundings in this case is below the zero of heights

TABLE 3.—*Synopsis of tidal data available for*

Station	M.S.L. Data available				M.S.L. results already computed (vide Tables 1 and 2)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Chāndbāli ..	1931–32	..	..	(a) 1933–35	..	1931–32	..
Shortt Island	1931–32	..	..	(a) 1935–36	..	1931–32	..
False Point ..	1881–85	..	..	(a) 1883–85	..	1881–84	..
Dublat (Saugor Island) ..	1881–86	..	..	(a) 1881–86	..	1881–85	(a) 1937–42
Saugor ..	1945–48	..	..	(a) 1933–43 (a) 1945–48			
Diamond Harbour ..	1875–77 1881–86	.. ..	.. ..	(a) 1881–86 ..	.. ..	.. 1881–85	.. ..
Kidderpore (Calcutta) ..	1881–1920	1921–48	1922–37	(a) 1880–85 (a) 1887–88 (a) 1902–48	1929 1938 1948	1882–1920	(a) 1921–48
Chittagong ..	1886–91	..	..	(b) 1887–1910 (b) 1912–41 (b) 1943–47	.. ..	1886–90 ..	(b) 1937–41 (b) 1944–47
Akyab ..	1887–92	..	..	(b) 1888–1910 (b) 1912–42	..	1887–91	(b) 1937–41

(1) Hourly heights from Harmonic Analysis.
(2) Hourly heights from T.G. diagram.
(3) Hourly heights from observatory reports.
(4) High and Low water readings (*a*) day and night (*b*) day only.
* Below local M.S.L.

M S L computation and of results compri[illegible]

	Zero of heights in Tables 1 and [illegible]		
for period	below Indian M S L	below Datum of Soundings	below [illegible] of reference
1931–3[illegible]	4 15	1 51	[illegible]
1931–3[illegible]	5 76	0 85	[illegible]
1881–84	7 56	[illegible] 50	[illegible]
1881–86	9 16	−0 10†	[illegible]
1937–43	8 82	−0 44†	[illegible]
1881–85	7 76	−1 50*	[illegible]
1881 1948	7 76	[illegible]	[illegible]
1886–90	6 66	[illegible]	[illegible]
193[illegible]–48	5 49	[illegible]	[illegible]
1887–91	7 89*	[illegible]	
1937–42	4 53*	[illegible]	

(5) From Hourly heights for [illegible] tidal period.
(6) From hourly heights for [illegible] Analysis.
(7) From High and Low [illegible]
† [illegible]

TABLE 4.—*9-Yearly M.S.L.*

Period \ Port	Aden	Karāchi	Bombay (P.D.)	Bombay (A.B.)	Madras	Port Blair	Kidder-pore	Rangoon
1868–76	..	7·153						
69–77	..	7·160						
1870–78	..	7·164						
71–79	..	7·169						
72–80	..	7·187						
73–81	..	7·201						
74–82	..	7·199						
75–83	..	7·203						
76–84	..	7·208						
77–85	..	7·216						
1878–86	..	7·218	..	10·239				
79–87	..	7·199	..	10·232				
1880–88	5·826	7·179	..	10·241	..	4·676	..	10·298
81–89	5·835	7·167	..	10·243	..	4·653	..	10·275
82–90	5·832	7·163	..	10·242	..	4·641	10·979	10·270
83–91	5·842	7·169	..	10·237	..	4·629	10·968	10·226
84–92	5·847	7·174	..	10·240	..	4·639	10·998	10·216
85–93	5·843	7·175	..	10·236	..	4·637	11·069	10·220
86–94	5·837	7·176	..	10·228	..	4·652	11·120	10·229
87–95	5·830	7·172	..	10·220	..	4·669	11·022	10·187
88–96	5·833	7·177	8·287	10·224	..	4·674	10·906	10·174
89–97	5·840	7·186	8·282	10·224	..	4·693	10·882	10·178
1890–98	5·850	7·195	8·284	10·239	..	4·716	10·848	10·168
91–99	5·858	7·201	8·271	10·234	..	4·736	10·867	10·162
92–1900	5·852	7·195	8·253	10·235	..	4·752	10·865	10·180
93–1901	5·852	7·185	8·237	10·229	..	4·749	10·700	10·179
94–1902	5·874	7·196	8·251	10·240	..	4·753	10·599	10·158
95–1903	5·889	7·204	8·256	10·249	2·220	4·767	10·525	10·170
96–1904	5·891	7·206	8·245	10·247	2·235	4·781	10·564	10·197
97–1905	5·893	7·198	8·212	10·229	2·275	4·776	10·616	10·212
98–1906	5·880	7·199	8·181	10·216	2·293	4·774	10·637	10·222
1899–1907	5·873	7·209	8·176	10·199	2·292	4·778	10·582	10·225
1900–08	5·866	7·207	8·165	10·194	2·267	4·770	10·552	10·204
01–09	5·867	7·218	8·171	10·194	2·288	4·783	10·571	10·221
02–10	5·866	7·227	8·167	10·191	2·302	4·793	10·630	10·235
03–11	5·842	7·218	8·146	10·177	2·325	4·803	10·673	10·270
04–12	5·832	7·221	8·147	10·175	2·325	4·799	10·629	10·265
05–13	5·830	7·225	8·152	10·176	2·331	4·803	10·592	10·256
06–14	5·828	7·247	8·190	10·197	2·317	4·816	10·561	10·256
07–15	5·843	7·257	8·222	10·210	2·304	4·832	10·531	10·270
08–16	5·848	7·263	8·240	10·228	2·316	4·839	10·580	10·277
09–17	5·845	7·285	8·269	10·248	2·341	4·853	10·626	10·296
1910–18	5·852	7·304	8·289	10·261	2·326	4·857	10·576	10·306
11–19	5·852	7·306	8·306	10·253	2·314	4·854	10·519	10·300
12–20	5·864	7·323	8·314	10·264	2·316	4·864	10·451	10·297
13–21	5·860	..	..	10·264				
14–22	5·858	..	..	10·271				
15–23	5·858	..	..	10·257				
16–24	5·843	..	..	10·258				
17–25	5·838	..	..	10·246				
18–26	5·845	..	..	10·240				
19–27	5·843	..	..	10·233				
1920–28	5·841	..	..	10·240				
21–29	5·831	..	..	10·247				
22–30	5·827	..	..	10·246				
23–31	5·830							
24–32	5·831							
1925–33	5·838							

SECTION II —SUBSIDENCE OF S BENGAL AS EVIDENCED BY TIDAL AND LEVELLING OPERATIONS

1. General Considerations —For studies of coastal subsidence, sea level determinations from systematic tidal observations furnish perhaps the only data of a quantitative nature A change, in the course of years in the established relation between Mean Sea Level and a permanent (stable) bench mark at a tidal station indicates a relative subsidence or elevation of land with respect to water To analyse this relative movement* it is necessary to consider the evidence of the tidal regime at the port If, for instance, the tidal datum planes (M T L , M H W , M L W , M H W S , etc) have all risen by the same amount with respect to the reference bench mark, the tidal range remaining unaffected, the coast can be taken to have subsided by that amount If, on the other hand, the datum planes have all changed differently, the indication is that the tidal regime has changed and that considerable changes in the sea bed and other hydrographic features have taken place causing such a change In this case the problem becomes complicated since it would be necessary to investigate whether these hydrographic changes have occurred as a result of any actual subsidence (or emergence) of the coast or as a result of artificial improvements in the harbour like dredging, deepening or widening of the harbour entrance

It might be mentioned that as between the open coast and inland bodies of water (e g , tidal rivers) the investigation of coastal subsidence is relatively simple for the former The reason for this is, that on the open coast, only profound changes in the hydrographic features can bring about changes in the range of the tide while in inland waters, because of the relatively limited areas and depths involved, small changes in the features are enough to produce large changes in the range In the former case therefore, the tidal datum plane [illegible] many years, and an [illegible] directly reflected by [illegible] the latter case, as for instance in a tidal river, a slight dredging in the channel or a little widening or deepening of the river mouth brings about a large increase in the tidal range and a lowering of the mean water level some distance up stream, thus causing non uniform changes in the tidal datums and consequent difficulties in analysis

Data next in importance for such investigations of local upheaval or subsidence of a region, are those provided by repetitions of levelling at frequent intervals Geological and archaeological evidences can also be very helpful in considering whether or not a secular movement of land with respect to water has taken place

* Such movements are generally assumed to have occurred due to [illegible] the land [illegible]

2. **Areas of Subsidence.**—There is a general belief that certain areas in India such as the Kāthiāwār coast, the land near the Rann of Kutch, Calcutta, etc., are in a state of gradual subsidence. In particular, the stability of Calcutta has, since some time past, been the subject of grave concern, and opinions have frequently been expressed that no further buildings should be allowed to be constructed on its alluvial soil, since such constructions would only help the subsidence and ultimately bring about inundation of the city. A study of the gradual movements of soil in this area is thus most important.

3. **Tidal Evidence.**—Kidderpore (Calcutta) is the only port in S. Bengal for which a long series of continuous tidal observations are available. This data covers the period 1881 to date. Some observations have also been taken for Diamond Harbour and Dublat (Saugor) further down the Hooghly, but these cover only a few years and are, therefore, not of much value for our present discussion.

Table 1 gives the yearly values of mean sea-level (strictly speaking, mean river level) at Kidderpore beginning from 1881, and Chart XXXII shows the corresponding graph. The values from 1921 onwards are a little approximate in that they have been derived only from mean tide level values (means of high and low water) by applying a uniform correction of +0·20 feet. This correction has been arrived at by comparison of M.S.L. and M.T.L. for 5 specimen years between 1900 and 1948 and is unlikely to be grossly in error.

Tables 2 and 3 give the 9-yearly and 19-yearly values computed by the method of moving means, and Chart XXXIII shows the corresponding curves. The full tidal cycle is completed only in 19 years and the 19-yearly means are naturally to be preferred for investigating any changes of level. These indicate that there is a gradual fall of the M.S.L. from about 1890 to about 1932 and thereafter a slight, though not marked, upward trend. The fall in the M.S.L. during the above period of 42 years amounts to a little over half a foot.

This fall in the M.S.L. would appear to indicate a corresponding rise of the land in relation to water, but the port being situated on a river, caution is necessary before forming conclusions. *Firstly, it* is to be noted that the change in the M.S.L. between 1881 to 1948 has not been gradual and systematic in one direction. There is a rise between 1881 and 1890, then a gradual fall up to about 1932 and thereafter a rise again; secondly, Kidderpore being a riverain port, the M.S.L. is bound to be affected by variations in the volume of water flowing in the river. Such variations can be brought about by changes in meteorological conditions such as rainfall, melting of snow in the hills, freshets, etc. They can also be due to changes in the hydrographic features of the river, for which there is ample evidence as the paragraphs below will show.

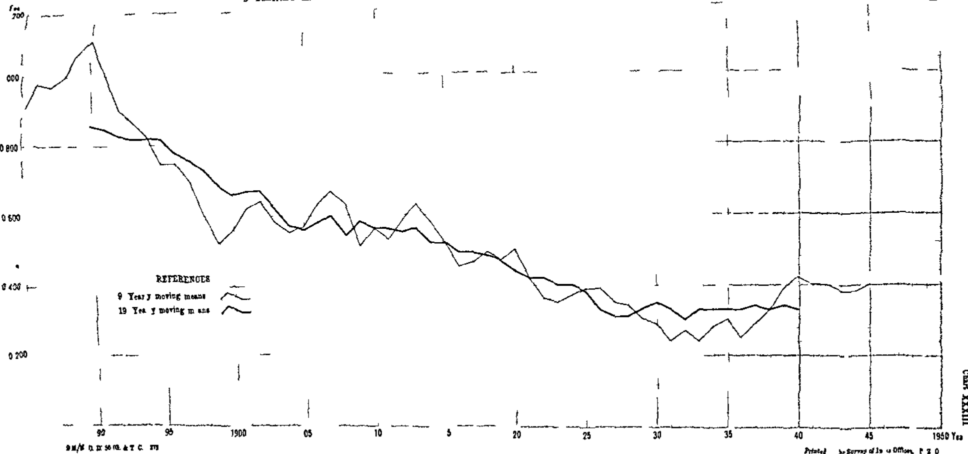
Chart XXXII

ANNUAL MEAN SEA-LEVEL AT KIDDERPORE (CALCUTTA)

Printed at the Survey of India Offices, (P. Z. O.)

Chart XXXIII

9 YEARLY AND 19 YEARLY VALUES OF MEAN SEA LEVEL AT KIDDERPORE (CALCUTTA)



The various non harmonic tidal constants of Kidderpore for four specimen years between 1881 and 1948 are tabulated below —

Non harmonic Constants

KIDDERPORE	H W S (*feet*)	L W S (*feet*)	H W.N (*feet*)	L W.N (*feet*)	M T.L. (*feet*)	Spring Range (*feet*)	Neap Range (*feet*)
Year 1881-82	16 98	5 32	12 15	7 17	10 40	11 66	4 98
„ 1905	17 42	5 40	12 23	6 57	10 40	12 02	5 66
„ 1930	17 19	4 64	11 90	6 75	10 13	12 55	5 15
„ 1947	18 03	4 56	12 07	6 64	10 32	13 47	5 43

Time intervals in Springs and Neaps

KIDDERPORE *minus* DUBLAT (SAUGOR)	H W S h m	L W.S h m	H W N h m	L W N h m
Year 1881-82	4 08	6 14	4 17	5 28
1941-42	3 44	6 14	4 12	5 25

It would be manifest from the above tables that at Kidderpore the range of the tide has undergone considerable changes since 1881, although the time interval after Dublat (Saugor) for corresponding tidal occurrences has practically remained the same There is a distinct change in the volume and shape of the water in the Hooghly and there can hardly be any doubt that this change has been due to dredging and other hydrographic changes in the river since 1881

That the tidal regime in the river Hooghly has undergone a distinct change is confirmed by the results of mean monthly luni tidal inter vals for Kidderpore and Dublat (Saugor) These are tabulated in Tables 4 and 5 for two specimen years separated by a long period It would be seen that at both the ports the high water and low water intervals seem to have increased by about 25 to 30 minutes during the last 66 years

As already [illegible]
of the mouth o [illegible]
level of the wat [illegible]
precise relation between the increase in volume of water and a corres ponding change in the mean water level A rough idea can, however,

be obtained from the simple relation that if the M.S.L. at a given point of the river is lowered by d feet and the range is increased by r feet, the M.H.W., M.S.L. and M.L.W. are lowered by $(d - r/2)$, d and $(d + r/2)$ feet respectively. In actual practice $(d - r/2)$ is negative and so the mean high water is really raised.

In the case of Kidderpore we find from the table of non-harmonic constants above that between 1881 and 1930 the M.H.W. has practically remained constant while the M.L.W. has fallen by about 0·6 feet. We accordingly derive a value of about 0·3 feet for d from the above formula, which more or less fits in with the actual fall in the M.S.L. noticed during this period from the graphs of Chart XXXIII. This would go to show that the apparent changes in the M.S.L. have only been consequent on the hydrographic changes in the river and are not due to any change in the coastal elevation at Kidderpore. That no coastal subsidence or emergence has occurred at Kidderpore is corroborated by our recent levelling operations, as will be shown in para 4 below.

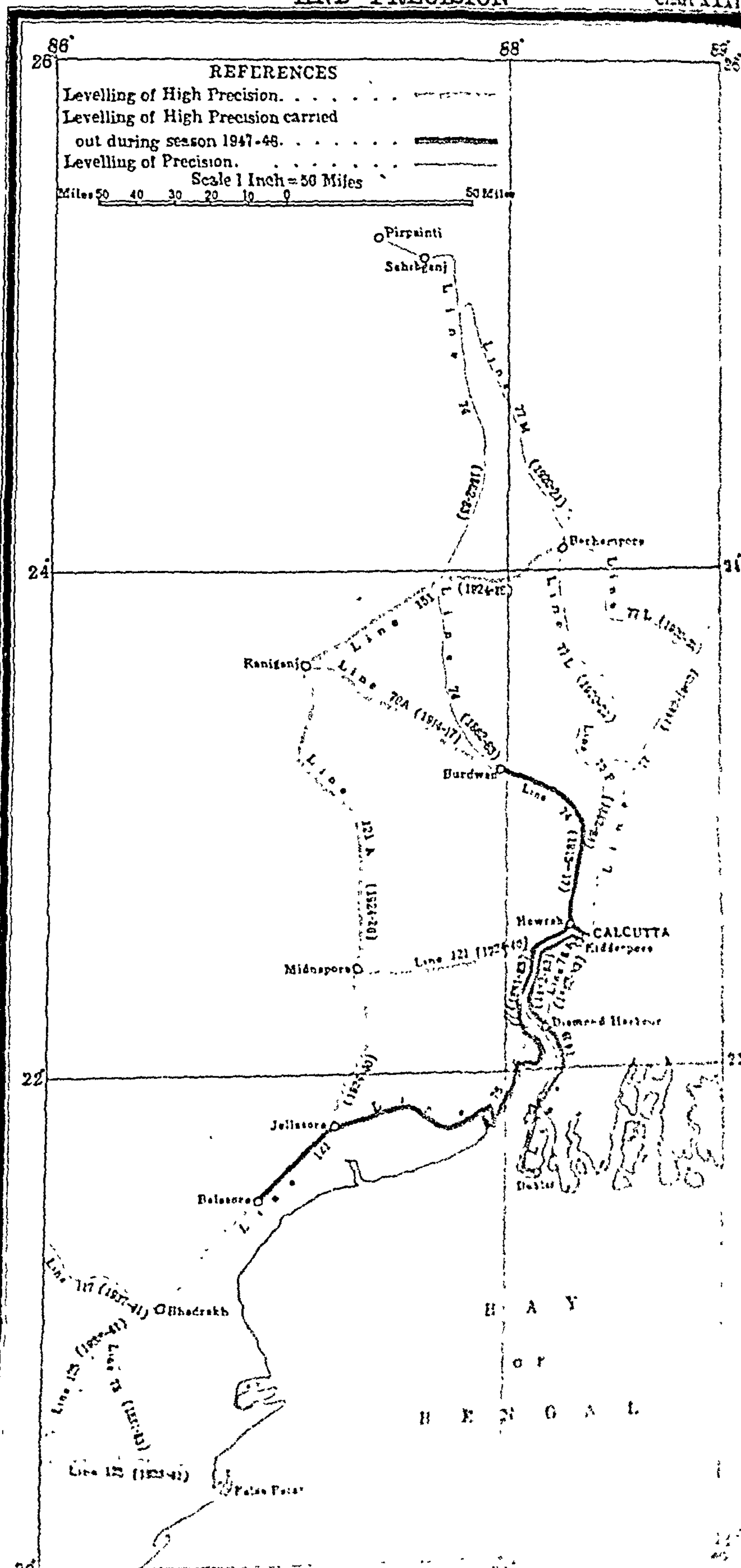
It might be pointed out here that Kidderpore is not an ideal port for such a study. It is about 80 miles up the river and the freshets play an important but unknown role. New systematic observations have been started at Saugor which is near the mouth of the river and these, it is hoped, would be very useful for such investigations.

4. **Levelling evidence.**—In 1947, the River Surveyor to the Commissioners for the Port of Calcutta sent in an urgent requisition for some levelling round Diamond Harbour. He had found by his local levelling that B.M. 159/79 B at Diamond Harbour had sunk by about 6 inches relative to B.M. 160/79 B in the same locality and he wanted to make sure as to which was the one that he could use as a reliable starting B.M. for fixing the zeroes of some of his gauges along the river as the heights of bench-marks of reference of his gauges along the river depend on these values. He reported that all the other bench-marks along the Hooghly River especially from Falta point to Diamond Harbour were either missing or reported to be disturbed. Details of this levelling are given in Chapter II, where it is explained how in the absence of any stable rock-cut B.M. at Calcutta it was considered advisable to extend the levelling to standard B.M. at Burdwān. This levelling confirmed the sinkage of B.M. 159/79 B relative to B.M. 160/79 B and in addition has furnished valuable information about the general subsidence of the delta area.

The original levelling through this area was carried out in 1881–83, from Pirpainti to Howrah, (Main-line No. 74 of the old level net) and from Kidderpore to Dublat via Diamond Harbour, Branch-line No. 74 B (Chart XXXIV). In 1913 most of the bench-marks from Howrah to Burdwān were reported as destroyed. A standard bench-mark was established at Burdwān in 1910 and again connected by levelling from Benares in 1914–15. A line was run from Howrah to Champdāni in 1913–14 and from Champdāni to

LEVELLING LINES OF HIGH PRECISION AND PRECISION

Chart XXXI



Burdwan in 1916–17, the closure being effected on the standard bench mark at Burdwan

In trying to delineate subsidence of an area by levelling it is essential to start the levelling from a stable bench mark, preferably on rock and carry it on to good bench marks of the suspected area where previous heights are known The levelling of 1913–16 was not carried out with the idea of detecting such secular changes and it did not therefore connect any bench marks of the older levelling of 1881 83 In running the new line from Burdwan to Diamond Harbour therefore a careful search was made for all old bench marks and as many as could be identified were carefully connected Table 6 shows the differences in the values of these bench marks by the old and new levellings in terms of B M 116/73 M at Burdwan These differences are plotted graphically in Chart XXXV which exhibits some interesting features

The sudden discontinuities indicate irregular local sinkage of bench marks but there are systematic trends to be discerned also The region between B M 126 and Howrah has remained practically undisturbed (except for one solitary B M 439) but on either side of it there are 'V' shaped depressions which can be attributed to the general downwarping of these areas The portion from Howrah to Diamond Harbour especially in the vicinity of the latter is violently disturbed In the neighbourhood of Achipur subsidence since 1882–83 is of the order of 0 3 feet but it is very much greater at Diamond Harbour where B M 159 has subsided by as much as 1 4 feet B M 160 by 0 9 feet and B M 92 by 0 7 feet Curiously enough Kidderpore Dock does not seem to have altered This is probably due to the B M being on piles driven well into the sea The above changes are much more than the errors of levelling and must be regarded as real Such changes however can be normally expected in an area composed of deltaic alluvium Individual and highly discrepant sinkages occur because of the existence of quicksands and of supersaturated beds and lack of uniformity from place to place in the alluvial strata They do not represent a general subsidence of the crust

It appears thus to be essential to have a group of bench marks of suitable pattern in this region which should be reconnected at frequent intervals to keep track of local and regional changes of level

That the immediate region round Calcutta has not changed is also proved by the fact that the check levellings carried out at different periods have shown that many bench marks have retained their original heights since 1882–83

Furt[illegible]
and will [illegible]
M S L [illegible]

5 Conclusion —From the data available, no firm conclusions can be drawn about the vertical deformations of the crust in S Bengal

TABLE 2.—*Kidderpore (Calcutta) M.S.L.*

(9-Yearly Means)

Years	Mean	Years	Mean	Years	Mean
	feet		*feet*		*feet*
1881–90	10·91	1901–09	10·57	1921–29	10·39
82–91	10·98	02–10	10·63	22–30	10·39
83–92	10·97	03–11	10·67	23–31	10·35
84–93	11·00	04–12	10·63	24–32	10·34
85–93	11·06	05–13	10·61	25–33	10·30
86–94	11·11	06–14	10·56	26–34	10·29
87–95	11·01	07–15	10·53	27–35	10·24
88–96	10·99	08–16	10·58	28–36	10·27
89–97	10·87	09–17	10·63	29–37	10·24
1890–98	10·83	1910–18	10·58	1930–38	10·28
1891–99	10·75	1911–19	10·52	1931–39	10·30
92–1900	10·75	12–20	10·45	32–40	10·25
93–01	10·70	13–21	10·46	33–41	10·29
94–02	10·60	14–22	10·49	34–42	10·33
95–03	10·52	15–23	10·47	35–43	10·39
96–04	10·56	16–24	10·50	36–44	10·42
97–05	10·62	17–25	10·42	37–45	10·40
98–06	10·64	18–26	10·36	38–46	10·40
1899–07	10·58	19–27	10·35	39–47	10·38
1900–08	10·55	1920–28	10·37	1940–48	10·38
				1941–49	10·40

TABLE 3.—*Kidderpore (Calcutta) M.S.L.*

(19-Yearly Means)

Years	Mean	Years	Mean	Years	Mean
	feet		*feet*		*feet*
1881–99	10·86	1901–19	10·56	1921–39	10·35
82–1900	10·85	02–20	10·56	22–40	10·33
83–01	10·83	03–21	10·55	23–41	10·30
84–02	10·82	04–22	10·56	24–42	10·33
85–03	10·82	05–23	10·52	25–43	10·33
86–04	10·82	06–24	10·52	26–44	10·33
87–05	10·78	07–25	10·49	27–45	10·33
88–06	10·76	08–26	10·49	28–46	10·34
89–07	10·73	09–27	10·48	29–47	10·33
1890–08	10·69	1910–28	10·47	30–48	10·34
1891–1909	10·66	1911–29	10·44	1931–49	10·33
92–10	10·67	12–30	10·42		
93–11	10·67	13–31	10·42		
94–12	10·62	14–32	10·40		
95–13	10·57	15–33	10·40		
96–14	10·56	16–34	10·38		
97–15	10·58	17–35	10·33		
98–16	10·60	18–36	10·31		
99–17	10·54	19–37	10·31		
1900–18	10·58	1920–38	10·33		

TABLE 4.—*Luni-tidal intervals at Kidderpore for High and Low Water—mean monthly values for 1882 and 1948*

(Interval has been calculated from Greenwich Meridian)

Months	High Water		Low Water		REMARKS
	1882	1948	1882	1948	
	h m	h m	h m	h m	
January	1 25	1 46	9 32	9 56	
February	1 19	1 48	9 26	10 04	
March	1 19	1 33	9 28	9 52	
April	1 16	1 21	9 25	9 39	
May	1 12	1 15	9 15	9 25	
June	0 55	1 20	9 06	9 30	
July	0 40	1 17	9 02	9 32	
August	0 36	0 59	9 14	9 31	
September	0 34	0 58	9 09	9 39	
October	0 44	1 09	9 13	9 47	
November	1 11	1 23	9 20	9 39	
December	1 17	1 42	9 11	9 53	
Mean	1 02	1 22	9 17	9 42	
	Diff + 20 mins		Diff + 25 mins		

TABLE 5.—*Luni-tidal intervals at Dublat (Saugor) for High and Low Water—mean monthly values for 1882 and 1941.*

Interval has been calculated from Greenwich Meridian

Months	High Water		Low Water		REMARKS
	1882	1941	1882	1941	
	h m	h m	h m	h m	
January	9 27	9 56	15 58	16 31	
February	9 23	9 57	15 55	16 33	
March	9 28	9 52	16 03	16 27	
April	9 20	9 47	15 54	16 16	
May	9 18	9 42	15 43	16 09	
June	9 02	9 41	15 33	16 10	
July	9 04	9 40	15 31	16 07	
August	9 06	9 42	15 34	16 04	
September	9 01	9 45	15 34	16 12	
October	9 12	9 47	15 29	16 15	
November	9 18	9 49	15 46	16 19	
December	9 21	9 52	15 49	16 23	
Mean	9 15	9 43	15 45	16 17	
	Diff + 23 mins.		Diff + 22 mins.		

TABLE 6.—*Old and new Levelling from Burdwān to Diamond Harbour.*

B.M. Nos.	Brief description	Distance from B.M. 116/73M at Burdwān	Date of original levelling	Observed differential heights between consecutive bench-marks from original levelling	Observed differential heights between consecutive bench-marks from new levelling	Discrepancy (New—old)	Discrepancy from B.M. 116/73M at Burdwān
		Miles		*feet*	*feet*	*feet*	*feet*
73 M 116	Burdwān, (Type A) ..	0·0	1913–17	0·000	0·000	0·000	0·000
115	Burdwān S.B.M. ..	0·0	,,	+ 5·118	+ 5·095	− 0·023	− 0·023
124	Bridge ..	4·7	,,	− 4·870	− 4·921	− 0·051	− 0·074
128	Sonakūr T.S. ..	9·6	,,	−10·355	−10·368	− 0·013	− 0·087
79 A 85	Balut village, (Type B)	11·7	,,	− 9·056	− 9·108	− 0·052	− 0·139
86	Rasulpur Rly. Station Platform ..	12·9	,,	+ 5·277	+ 5·266	− 0·011	− 0·150
91	Memari Rly. Station Platform ..	16·9	,,	− 7·972	− 8·039	− 0·067	− 0·217
95	Memari, (Type A) ..	17·7	,,	−11·267	−11·319	− 0·052	− 0·269
103	Bridge ..	21·5	,,	− 3·081	− 2·968	+ 0·113	− 0·156
106	Step of tank ..	23·2	,,	− 2·030	− 2·249	− 0·219	− 0·375
109	Edge of field (Type B)	25·1	,,	−11·792	−11·530	+ 0·262	− 0·113
112	Road boundary pillar ..	26·6	,,	+ 2·727	+ 2·674	− 0·053	− 0·160
113	Simlagarh Rly. Station Platform ..	27·4	,,	+ 3·042	+ 3·051	+ 0·009	− 0·15
119	Road boundary pillar ..	29·9	,,	− 4·865	− 4·881	− 0·016	− 0·17
126	Khoncan village (Type B) ..	35·3	,,	−12·297	−12·140	+ 0·157	− 0·01
127	Culvert ..	35·4	,,	− 1·099	− 1·113	− 0·014	− 0·03
79 B 392	Abutment of bridge ..	40·4	,,	− 1·674	− 1·702	− 0·028	− 0·0
399	Parapet of well ..	42·5	,,	+ 7·567	+ 7·593	+ 0·026	− 0·0
401	Rly. culvert No. 85 ..	43·3	,,	− 2·187	− 2·244	− 0·057	− 0·08
402	Rly. bridge No. 3 ..	44·1	,,	− 4·143	− 4·120	+ 0·023	− 0·0
404	Culvert ..	45·0	,,	− 0·276	− 0·218	+ 0·058	− 0·0
408	Culvert ..	47·4	,,	− 3·075	− 3·092	− 0·017	− 0·0
411	Stone slab, Chinsura Circuit house ..	48·6	,,	+ 0·004	− 0·041	− 0·045	− 0·0
410	Base of Clock tower ..	49·1	,,	+ 2·148	+ 2·161	+ 0·013	− 0·0
414	Seat of entrance gate ..	49·6	,,	+ 0·184	+ 0·181	− 0·003	− 0·0
416	Parapet of culvert ..	50·6	,,	− 2·193	− 2·195	− 0·002	− 0·
419	Masonry pavement ..	53·3	,,	− 3·403	− 3·406	− 0·003	− 0·
420	Step, Chandernagore ..	53·4	,,	+ 1·431	+ 1·412	− 0·019	− 0·
421	Flooring, Telipāra ..	54·0	,,	+ 0·847	+ 0·838	− 0·009	− 0·
914	Champdani, (Type A) ..	56·7	,,	− 3·441	− 3·397	+ 0·044	− 0·
(428) 334	Bridge ..	59·2	,,	− 0·521	− 0·514	+ 0·007	− 0·
439	Serampur Rly. Station. Platform	61·4	,,	+ 2·878	+ 2·702	− 0·176	− 0
906	Konnagar Bathing Ghat	65·5	,,	− 7·960	− 7·756	+ 0·204	− 0
(330) 447	Uttarpara, (Type A) ..	69·0	,,	+ 1·897	+ 1·883	− 0·014	− 0

(Conti

TABLE 6 —*Old and new levelling from Burdwān to Diamond Harbour* —(concld)

B.M. Nos	Brief description	Distance from B M 116/73M at Burdwān	Date of original levelling	Observed differential heights between consecutive bench marks from original levelling	Observed differential heights between consecutive bench marks from new levelling	Discrepancy (New-old)	Discrepancy from B.M 116/73M at Burdwān
		Miles		*feet*	*feet*	*feet*	*feet*
79 B 876 (3'5)	Bridge	69 4	1913-17	+ 4 876	+ 4 839	− 0 037	− 0 065
355	Marble step	79 9	1881-83	− 2 704	− 2 692	+ 0 012	− 0 053
894 (3.6)	Step of statue	80 3	,,	− 0 024	+ 0 049	+ 0 073	+ 0 020
357	Pavement, Hastings bridge	80 9	,,	+ 8 617	+ 8 561	− 0 056	− 0 036
3.9	Kidderpore New Dock	81 5	,	−13 723	−13 666	+ 0 057	+ 0 021
111	Top of marine socket	90 8		+ 1 328	+ 1 101	− 0 227	− 0 206
113	Top of marine socket	93 2	,,	− 0 472	− 0 697	− 0 225	− 0 431
126	Step, Achipur telegraph office	100 5	,,	− 4 276	− 4 163	+ 0 113	− 0 318
127	Stone slab, Mayapur Tidal Semaphore	101 1	,,	− 1 299	− 1 187	+ 0 112	− 0 206
130	Stone slab Mayapur Magazine	102 1	,,	+ 0 952	+ 0 671	− 0 281	− 0 487
135	Top of marine socket	105 6	,,	+ 0 984	+ 1 273	+ 0 289	− 0 198
145	Top of marine socket	110 8	,,	+ 0 675	+ 0 549	− 0 126	− 0 324
159	Hooghly Point, Tidal Semaphore	120 7	,,	− 0 679	− 1 749	− 1 070	− 1 394
160	Step Hooghly Point, P W D, I B	121 1	,,	− 1 432	− 0 957	+ 0 475	− 0 919
92	Diamond Harbour, (Type B)	129 1	,,	+ 6 675	+ 6 903	+ 0 228	− 0 691
91	Step, Diamond Harbour, P W D., I B	129 1	,,	− 7 902	− 7 683	+ 0 219	− 0 472

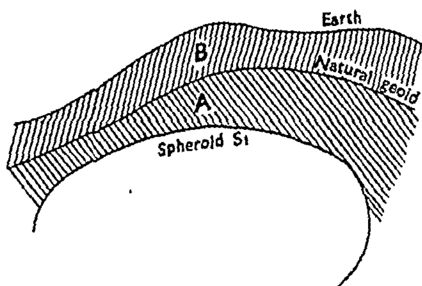
SECTION III—GEOIDS

1. The study of deflections in India on some sort of a systematic basis started in the beginning of this century (see Professional Paper No. 5, Survey of India 1901). In those days, the data was sparse and the plumb-line deflections were plotted and shown vectorially by arrows. Certain important characteristics about their distribution were noticed, such as their being deflected away from the Himālayas in Central India and pointing towards a line in the plains. As more and more data accumulated it was considered that to make a detailed study of the hidden mass anomalies in the earth's crust, it was better to study the rise of the geoid which can be regarded as a synthesis of the deflections rather than individual values of deflections.

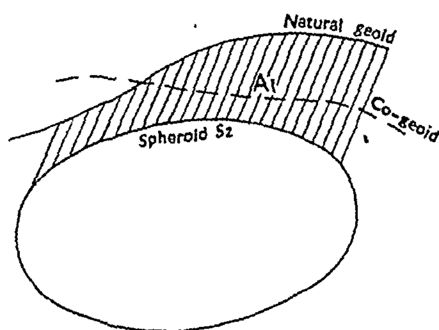
Reliable charts showing the different types of geoids were started in the Survey of India in about 1928 (see Geodetic Report Vol. V, Charts IX, X, XI and XII). These geoidal charts have provided a broad framework for the study of deep seated effects well below the limit of geophysical prospecting. The next step is to narrow down this framework further and further till true knowledge of superficial effects is gained.

Unfortunately the definitions of geoids given on page 57 of Geodetic Report Vol. V are all incorrect. They are accordingly set down in the next para. It is important to put them down clearly as there is no uniformity about their nomenclature and different countries are apt to designate them differently.

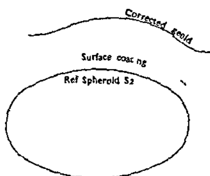
2. Natural geoid or Geoid: This is simply the sea-level equipotential surface of the matter comprising the whole earth. It may be reckoned as equipotential of a reference spheroid S_1 + matter A between this spheroid and the geoid + matter B between the geoid and the earth.



Compensated geoid or Co-geoid: If the topographic masses B between the geoid and the earth be removed together with their compensation, the level surface of the new mass system is called the co-geoid. The new system of masses of which co-geoid is the level surface may be represented by reference spheroid S_2 + matter A_1.



Obviously all the attracting masses are not external to the co geoid as some parts of A_1 lie above it



Corrected Geoid For many purposes, it is necessary to have a level surface which has no masses external to it This can be achieved by further modifying the topography by condensing it on reference spheroid S_2 The equipotential of the new mass system having the same potential as the spheroid S_2 is called the corrected geoid

Isostatic Geoid This is the theoretical geoid obtained by assuming isostasy to be perfect in all detail Its height above its reference spheroid can be computed theoretically by calculating the warping produced by the topography and its compensation

If earth were in isostatic equilibrium, compensated geoid would be a perfect spheroid but not so the isostatic geoid This will coincide with the natural geoid

If however as is the actual case isostasy is not perfect then deviation of compensated geoid from its reference spheroid gives a measure of the non fulfilment of isostasy Some countries particularly the U S A call Co geoid as Isostatic geoid so it is necessary to be clear about the definitions

Chart XXIV of this Report shows the compensated geoid in India

3 Normally the observed gravity is reduced to co geoid and is compared against γ_0 the value on the reference spheroid computed theoretically The conventional isostatic anomaly $(g_c - \gamma_0) = \Delta g_c$ is due to three causes

(a) Distance N between co geoid and spheroid
(b) Matter N between these surfaces
(c) Anomalous masses

In India the natural geoid has been derived from observed plumb line deflections and not from gravity data Compensated geoid can be derived by integrating Hayford deflection anomalies but since these are laborious to compute it was derived from the natural geoid by subtracting the height of the isostatic geoid from it Elevation u of the isostatic geoid above its spheroid was calculated theoretically by considering the effect of topography and its compensation There is a little irregularity involved here as the conditions under which u is calculated are that masses of geoid and spheroid are the same This condition is not necessarily satisfied for the geoids determined from plumb line deflections and their reference spheroids but the method has been checked by integrating directly some Hayford deflection anomalies The results agree to within 1 foot

4. Orientation of International spheroid in India.—A reference spheroid in triangulation is a true spheroid which has to be defined by the following seven constants :—

ζ_0 the angle between the spheroidal and geoidal normals at the geodetic datum.

A_0 the angle which the plane containing the above two normals makes with the geoidal meridian.

N_0 the vertical separation between the spheroid and the geoid at the datum.

β, γ the direction cosines of its minor axis.

a, ϵ its semi-major axis and ellipticity.

It is not possible to give anything that can be described as the International values of deflection at Kaliānpur which is the datum of Indian triangulation. An attempt, however, was made in 1926 to derive values (η_0, ξ_0) of plumb-line deflections at Kaliānpur which would have given a best fit between a spheroid with International axes and the compensated geoids then known. At 12 points, the rise of the compensated geoid was taken and equations were written so as to make $\Sigma (N + \delta N)^2$ a minimum. It was found, that $\eta_0 = + 2'' \cdot 42$, $\xi_0 = - 3'' \cdot 17$, $N_0 = 31$ feet gave the best agreement between the compensated geoid and the spheroid with International axes. These values have since been adopted for the orientation of International spheroid in India.

It might be remarked, however, that much more deflection data has accummulated since 1926 and the present chart of the compensated geoid besides marked extension of knowledge to the east presents salient differences from the older Chart XI of Geodetic Report Vol. V. A new solution would no doubt give different values for (η_0, ξ_0, N_0), and so the quotation of two figures of decimals in η_0 and ξ_0 and nearest foot in N_0 should not be regarded as connoting corresponding accuracy. These values may be regarded as part of the definition of the International spheroid in India.

It would also be seen from the above that the International Spheroid is fitted to the geoid in a geometrical rather than in the physical sense as its centre of gravity does not coincide with that of the co-geoid. The absolute deflections at the datum can only be found from the gravity anomalies and these have not been utilized in our orientation of the co-geoid.

5. Masses external to the geoid : It would be apparent from the definition of the co-geoid that it has masses external to it. This presents a great complication as in order to get the form of a level surface from gravity anomalies on it, it is essential that there should be no masses protruding beyond it. The co-geoid has thus to be reduced one step further by removing the masses between the co-geoid and the natural geoid. These masses are by no means negligible and produce considerable warping of the level surfaces. Their treatment presents great difficulties and geodesists are not yet agreed as to how they should be finally disposed off.

LIST OF IMPORTANT GEODETIC PUBLICATIONS AND CONTRIBUTIONS BY OFFICERS OF THE SURVEY OF INDIA

(A) Publications

No	Name of Book	Details
1	G T S Vol II	History and General Description of the Reduction of the Principal Triangulation Dehra Dun, 1879 *Price Rs 10 8*
2	G T S Vol IX	Telegraphic Longitudes During the years 1875–77 and 1880–81 Dehra Dūn, 1883 *Price Rs 10 8*
3	G T S Vol X	Telegraphic Longitudes During the years 1881-82 1882–83 and 1883–84 Dehra Dun 1887 *Price Rs 10 8*
4	G T S Vol XI	Astronomical Latitudes During the period 1805–1885 Dehra Dūn 1890 *Price Rs 10 8*
5	G T S Vol XV	Telegraphic Longitudes From 1885 to 1892 and the Revised Results of Vols IX and X also the Simultaneous Reduction and final Results of the whole Operations Dehra Dun, 1893 *Price Rs 10 8*
6	G T S Vol XVI	Tidal Observations From 1873 to 1892 and the Methods of Reduction Dehra Dun 1901 *Price Rs 10 8*
7	G T S Vol XVII	Telegraphic Longitudes During the years 1894-95 96 The Indo European Arcs from Karachi to Greenwich Dehra Dun, 1901 *Price Rs 10 8*
8	G T S Vol. XVIII	Astronomical Latitudes From 1885 to 1905 and the deduced values of Plumb line Deflections Dehra Dūn 1906 *Price Rs 10 8*
9	G T S Vol XIX	Levelling of Precision in India From 1858 to 1909 Dehra Dūn 1910 *Price Rs 10 8*
10	Records of the Survey of India, Vol XIX	1901–20 The Magnetic Survey, by Lt-Colonel R H Thomas D S O, R E and E C J Bond V D Dehra Dūn 1925 *Price Rs 4*

No.	*Name of Book*	*Details*
11.	Geodetic Report Vol. I	1922–25. Computations and Research. Tidal work. Time and Magnetic observations. Latitude and Pendulum observations in Bihār, Assam and Kashmīr. Levelling. Lecture on "The height of Mount Everest and other Peaks". Dehra Dūn, 1928. *Price Rs. 6.*
12.	Geodetic Report Vol. II	1925–26. Computations and Research. Tidal work. Time and Magnetic observations. Preparations for the International Longitude Project. Triangulation. Levelling. Investigation of the behaviour of tree bench-marks in India. Dehra Dūn, 1928. *Price Rs. 3.*
13.	Geodetic Report Vol. III	1926–27. The International Longitude Project. Computations and Publication of data. Observatories. Tides. Gravity and Deviation of the Vertical. Triangulation. Levelling. Research and Technical Notes regarding Personal Equation Apparatus and the height of Mount Everest. Dehra Dūn, 1929. *Price Rs. 3.*
14.	Geodetic Report Vol. IV	1927–28. Computations and Publication of data. Observatories. Tides. Gravity and Deviation of the Vertical. Triangulation. Levelling. Dehra Dūn, 1929. *Price Rs. 3.*
15.	Geodetic Report Vol. V	1928–29. Computations and Publication of data. Observatories. Tides. Gravity and Deviation of the Vertical. Triangulation. Levelling. Research and Technical Notes. Dehra Dūn, 1930. *Price Rs. 3.*
16.	Geodetic Report Vol. VI	1929–30. Computations and Publication of data. Observatories. Tides. Gravity. Triangulation. Levelling. Research and Technical Notes. Dehra Dūn, 1931. *Price Rs. 3.*
		Supplement. Indian Deflection and Gravity stations. Dehra Dūn, 1931. *Price Rs. 1-8.*
17.	Geodetic Report Vol. VII	1930–31. Computations and Publication of data. Observatories. Tides. Deviation of the Vertical. Gravity. Triangulation and Base Measurement. Levelling. The Magnetic Survey. Dehra Dūn, 1932. *Price Rs. 3.*

No	*Name of Book*	*Details*
18	Geodetic Report Vol VIII	1931–32 Computations and Publication of data Observatories Tides Gravity Triangulation Levelling Research and Technical Notes Dehra Dūn, 1933 *Price Rs 3.*
19	Geodetic Report 1933	Triangulation and Base Measurement Levelling Deviation of the Vertical Computations and Publication of data Observatories Tides Research and Technical Notes Dehra Dūn, 1934 *Price Rs 3*
20	Geodetic Report 1934	Triangulation and Base Measurement Levelling Gravity Deviation of the Vertical Computing Office and Tidal Section The International Longitude Project Observatories Research and Technical Notes Dehra Dūn, 1935 *Price Rs 3*
21	Geodetic Report 1935	Triangulation Levelling Deviation of the Vertical Gravity Geophysical Survey in Bihar Computing Office and Tidal Section Observatories Research and Technical Notes Dehra Dūn, 1936 *Price Rs 3*
22	Geodetic Report 1936	Triangulation Levelling Deviation of the Vertical Gravity Computing Office and Tidal Section Observatories Sub soil Water Levels Levelling in Bengal and Bihār Dehra Dun 1937 *Price Rs 3*
23	Geodetic Report 1937	Triangulation Levelling Gravity Magnetic Survey in Bihar Computing Office and Tidal Section Observatories Dehra Dun, 1938 *Price Rs 3*
24	Supplement to Geodetic Report 1937	Isostatic reductions of Indian Gravity Stations Dehra Dūn, 1939 *Price Rs 2 8*
25	Geodetic Report 1938	Triangulation and Levelling Deviation of the Vertical Gravity Computing Office and Tidal Section Observatories Dehra Dūn, 1939 *Price Rs 3*
26	Geodetic Report 1939	Levelling Gravity Computing Office and Tidal Section Observatories Research and Technical Notes Dehra Dūn, 1940 *Price Rs 3.*
27	Geodetic Report 1940	Levelling Deviation of the Vertical Gravity Computing Office and Observatories Dehra Dūn, 1945 *Price Rs 2-*

No.	*Name of Book*	*Details*
28.	Technical Report, Part III, Geodetic Work 1947	Triangulation in the Neighbouring Countries of India. Levelling. Gravity. Deviation of the Vertical. Computations and Publications. Tides. Observatories. Dehra Dūn, 1948. *Price Rs. 4.*
29.	Technical Report, Part III, Geodetic Work 1948-49.	Triangulation. Levelling. Gravity. Deviation of the Vertical. Tides. Observatories. Computations and Publications. Research and Technical Notes. Dehra Dūn, 1950. *Price Rs. 4.*
30.	Professional Paper No. 10	**Pendulums.** The Pendulum Operations in India, 1903–07, by Maj. G. P. Lenox-Conyngham, R.E. Dehra Dūn, 1908. *Price Rs. 2-8.*
31.	Professional Paper No. 15	**Pendulums.** The Pendulum Operations in India and Burma, 1908–13, by Capt. H. J. Couchman, R.E. Dehra Dūn, 1915. *Price Rs. 2-8.*
32.	Professional Paper No. 16	**Geodesy.** The Earth's Axes and Triangulation, by J. de Graaff Hunter, M.A. Dehra Dūn, 1918. *Price Rs. 4.*
33.	Professional Paper No. 22	**Levelling.** Three Sources of error in Precise Levelling, by Capt. G. Bomford, R.E. Dehra Dūn, 1929. *Price Rs. 1-8.*
34.	Professional Paper No. 27	**Gravity.** Gravity Anomalies and the Structure of the Earth's Crust, by Maj. E. A. Glennie, D.S.O., R.E. Dehra Dūn, 1932. *Price Rs. 1-8.*
35.	Professional Paper No. 28	**Triangulation.** The Readjustment of the Indian Triangulation, by Maj. G. Bomford, R.E. Dehra Dūn, 1938. *Price Rs. 4-8.*
36.	Professional Paper No. 29	**Magnetic.** Magnetic Anomalies, by B. L. Gulatee, M.A. (Cantab.). Dehra Dūn, 1938. *Price Rs. 1-8.*
37.	Professional Paper No. 30	**Gravity.** Gravity Anomalies and the Figure of the Earth, by B. L. Gulatee, M.A. (Cantab.). Dehra Dūn, 1940. *Price Rs. 3.*
38.	War Research Series Pamphlet No. 9	The Trans-Persia Triangulation 1941–44. (linking Irāq and India), by J. de Graaff Hunter, C.I.E., SC.D., F.R.S. and B. L. Gulatee, M.A. (Cantab.), with an Appendix "The Persia–India Connection", by Maj. P. A. Thomas, I.E. *Price Rs. 2.*

No	*Name of Book*	*Details*
39	Memoirs of The Survey Research Institute Vol 1, No 1	Geophysical Prospecting for Manganese near Rāmtek, C P, by B L Gulatee, M A (Cantab) *Price Rs 3*
40	Technical Paper No 2	Value of Gravity at Dehra Dūn by Mr B L Gulatee, M A (Cantab) Dehra Dūn, 1948
41	Technical Paper No 3	Levelling in India, Past and Future, by, Mr B L Gulatee, M A (Cantab) Dehra Dūn, 1949
42	Technical Paper No 4	Mount Everest, its Name and Height, by Mr B L Gulatee, M A (Cantab) Dehra Dūn, 1950

(B) Articles on Geodetic Subjects

1	..	The Indian Geoid and Gravity Anomalies, by J de Graaff Hunter, M A, SC D, F. INST P and Capt G Bomford, R E (Bulletin Géodésique, No 29, Jan-March 1931, pages 20, 21, Paris)
2	. .	*Construction of the Geoid*, by J de Graaff Hunter, M A, SC D, F INST P and Capt G Bomford, R E (Bulletin Géodésique, No 29, Jan-March 1931, pages 22-26, Paris)
3		*‡The Hypothesis of Isostasy, by J de Graaff Hunter, M A, SC D, F INST P (The Observatory, Dec 1931 and Geophysical Supplement to Monthly Notices of the Royal Astronomical Society, January 1932)
4		†Stokes's Formula in Geodesy, by B L Gulatee, M A (Cantab) (Nature, 20th Feb, 1932)
5		*"Crustal Warpings" discussing the gravity work of the Survey of India, by Maj E A Glennie, D S O, R E (The Observatory January and April 1933)

* Obtainable from Messrs Taylor and Francis Red Lion Court Fleet Street London, W C

† Obtainable from the office of Nature, St. Martin's Street, London W C 2.

‡ Obtainable from the Royal Astronomical Society, Burlington House London W. 1

No.	*Name of Book*	*Details*
6.	.. ..	*Figure of the Earth, by B. L. Gulatee, M.A. (Cantab.), (Gerlands Beiträge, Bd. 38, H. 3/4, S.426, 1933).
7.	.. ..	†Deflection of the Plumb-Line, by B. L. Gulatee, M.A. (Cantab.), (Hydrographic Review, Vol. X, No. 2, Nov. 1933, pages 182–189).
8.	.. ..	*Isostasy in India, by Lt.-Colonel E. A. Glennie, D.S.O., R.E. (Gerlands Beiträge Zur Geophysik, Vol. 43, No. 4, 1935).
9.	.. ..	‡The Figure of the Earth from Gravity Observations and the Precision Obtainable, by J. de Graaff Hunter, C.I.E., SC.D. (Philosophical Transactions, Royal Society, Series A, Vol. 234, 1935).
10.	.. ..	§On the Subterranean Mass-Anomalies in India, by B. L. Gulatee, M.A. (Cantab.), (Proceedings of the Academy of Sciences, U. P. India, Vol. 5, Sept. 1935).
11.	.. ..	‖Crustal Warping in the United States, by Lt.-Col. E. A. Glennie, D.S.O., R.E. (Gerlands Beiträge Zur Geophysik, Vol. 46, pp. 193–197, 1936).
12.	.. ..	‖The Boundary Problems of Potential Theory & Geodesy, by B. L. Gulatee, M.A. (Cantab.), (Gerlands Beiträge Zur Geophysik, Vol. 46, pp. 91–98, 1936).
13.	.. ..	Geophysical Prospecting for Manganese, by B. L. Gulatee, M.A. (Cantab.), (Journal of Scientific and Industrial Research, Vol. III, No. 12, June 1945, pp. 543–554).
14.	.. ..	Standards of Length, by B. L. Gulatee, M.A. (Cantab.), (Journal of Scientific and Industrial Research, Vol. IV, No. 8, Feb. 1946, pp. 453–59).
15.	.. ..	Standards of Measurement, by B. L. Gulatee, M.A. (Cantab.), (Journal of Scientific and Industrial Research, Vol. V, No. 3, Sept. 1946, pp. 104–05).

* Obtainable from Akademische Verlagsgesellschaft M.B.H., Leipzig.

† Obtainable from the International Hydrographic Bureau, Monte-Carlo, Monaco.

‡ Obtainable from Messrs. Dulau & Co., 37 Soho Square, London, W. or Messrs Harrison & Sons, St. Martin's Lane, Lnodon, or The Royal Society at Burlington House, London.

§ Obtainable from the Academy of Sciences, U.P., Allahabad.

‖ Obtainable from Akademische Verlagsgesellschaft M.B.H. Leipzig.

No	*Name of Book*	*Details*
16		Angular Corrections for the Lambert Orthomorphic Conical Projection, by B L Gulatee, M A (Cantab), (Empire Survey Review, Vol VIII, No 62, Oct 1946, pp 311-14)
17		Secular Variation of Magnetic Declination in India, by B L Gulatee, M A (Cantab), (Science and Culture, Vol XII, No 5, Nov 1946, pp 215-17)
18		Future of Geophysics in India by B L Gulatee, M A (Cantab), (Journal of Scientific and Industrial Research, Vol VI, No 2, Feb 1947, pp 53-59 & 71)
19		The Hunter Shutter Eye Piece for Longitude and Azimuth, by J de Graaff Hunter, C I E , Sc D , F R S (Empire Survey Review, Vol IX, No 63, Jan 47, pp 20-24)
20		Practical application of the Laplace Longitude—Azimuth relation to control of Geodetic Anomalies, by J de Graaff Hunter, C I E Sc D F R S (Empire Survey Review, Vol IX, No 65, July 1947, pp 131-34)
21	.	The Level net of India and its datum, by B L Gulatee M A (Cantab), (Journal of the Central Board of Irrigation)

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